

FINAL
Addendum to the Draft EIR

**OAKLAND - ALAMEDA COUNTY
COLISEUM EXPANSION
Environmental Impact Report**

JUNE 1990

ER No. 89 - 41
State Clearinghouse No. 89091218

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FINAL
Addendum to the Draft EIR

OAKLAND - ALAMEDA COUNTY COLISEUM EXPANSION Environmental Impact Report

JUNE 1990

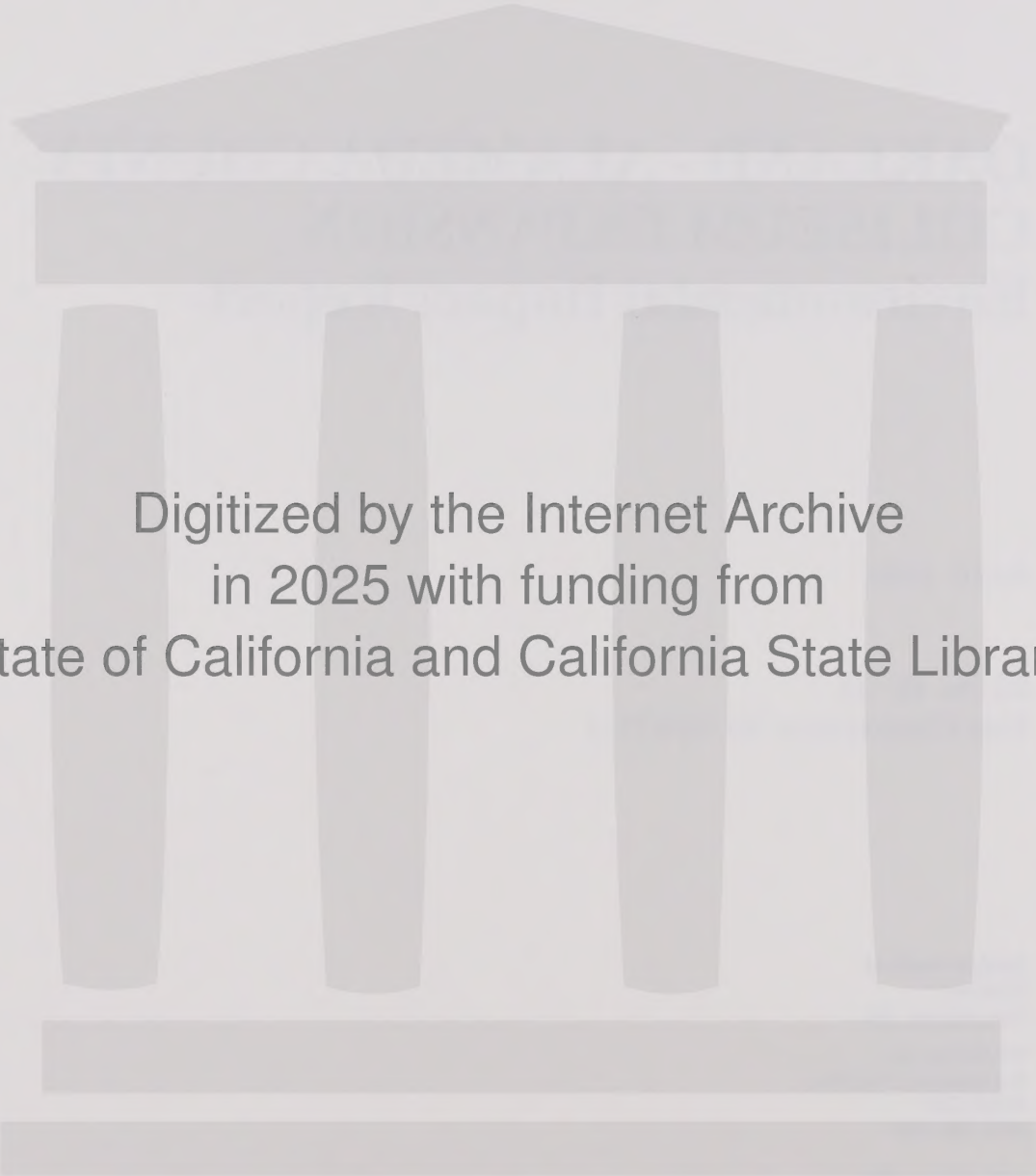
ER No. 89 - 41
State Clearinghouse No. 89091218

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File No. ER 89-41
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City of Oakland
Oakland, California

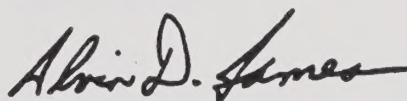
FINAL ENVIRONMENTAL IMPACT REPORT FOR:

OAKLAND-ALAMEDA COUNTY COLISEUM EXPANSION

(Project Title)
California Environmental Quality Act

CERTIFICATION OF COMPLIANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Director of City Planning finds that the attached Final Environmental Impact Report has been completed in compliance with the California Environmental Quality Act, the Guidelines prescribed by the Secretary for Resources, and the provisions of the City of Oakland's Statement of Objectives, Criteria and Procedures for Implementation of the California Environmental Quality Act.



ALVIN D. JAMES
Director of City Planning

DATE: June 6, 1990

ACCEPTANCE OF FINAL REPORT BY CITY PLANNING COMMISSION

The attached Final Environmental Impact Report was accepted by the Oakland City Planning Commission at its meeting of _____.

THOMAS H. DOCTOR, Secretary
City Planning Commission

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I. INTRODUCTION

CEQA PROCESS

This document, together with the Draft Environmental Impact Report (EIR) for the Oakland-Alameda County Coliseum Expansion, makes up the Final EIR for the proposed project. The Responses to Comments Addendum incorporates public comments on the Draft EIR and appropriate responses by the Lead Agency (City of Oakland) to these comments. The Final EIR is an informational document that must be considered by the Lead Agency before deciding to approve or disapprove a proposed project. According to California Environmental Quality Act (CEQA) Guidelines (Section 15132):

"The Final EIR shall consist of:

- (a) The Draft EIR or a revision of the Draft.
- (b) Comments and recommendations received on the Draft EIR either verbatim or summary.
- (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- (d) The response of the Lead Agency to significant environmental points raised in the review and consultation process.
- (e) Any other information added by the Lead Agency."

On December 28, 1989, the City of Oakland published a Draft Environmental Impact Report (EIR) on the proposed expansion of the Oakland-Alameda County Coliseum in the City of Oakland. The proposed project would involve expanding the Stadium and constructing a Hall of Fame on the Coliseum site and reconstructing the practice fields along Doolittle Drive. The Coliseum area is bounded by I-880 to the west, 66th Avenue to the north, Damon Slough and BART right-of-way to the east, and Hegenberger Road to the south.

The 45-day comment period on the Draft EIR began on December 28, 1989, and ended on February 13, 1990. The Draft was circulated for review by public agencies and other interested parties. A public hearing was held before the City Planning Commission on January 24, 1990 and was continued on February 7, 1990, at which oral testimony was taken.

METHOD OF ORGANIZATION

This Responses to Comments Addendum is divided into four sections, beginning with Section I, this Introduction. Section II identifies changes to the text. Section III responds to the written comments received; each individual comment letter is reproduced and then immediately followed by the response. The responses in turn are keyed to the comments as numbered in the individual letters or as indicated in the right-hand column of these letters. Section IV includes Attachment A and B.

On January 1, 1989, California's Mitigation Monitoring Bill, AB 3180, took effect. That law amended CEQA to require that public agencies carrying out or approving certain projects must now adopt reporting/monitoring programs to insure the implementation of mitigation measures. Consequently, mitigation measures identified in this EIR that are necessary to reduce or eliminate potentially significant adverse environmental impacts would be subject to this monitoring requirement.

This EIR addendum document and the Draft EIR together constitute the Final Environmental Impact Report for the proposed Oakland-Alameda County Coliseum Expansion Project.

II. TEXT CHANGES AND ERRATA

1. The project sponsor is currently proposing adopting Alternative D, the Alternate Configuration as the preferred project, rather than the project description found on pages 15 to 21 of the Draft EIR. This alternative relocates the proposed Hall of Fame to avoid potential effects on Damon Slough and reconfigures the practice field to avoid effects on the wetlands near the practice fields. Alternative D is amended, as underlined, to add a pedestrian bridge over Damon Slough between the Hall of Fame site and the stadium parking lot. Construction of a pedestrian bridge would require review by BCDC, the U.S. Army Corps of Engineers and other resource agencies. A streambed alteration agreement may be required, under Fish and Game Code Sections 1601-03, if it were determined that the project would substantially disturb the stream.

With the Alternate Configuration, the proposed stadium expansion would be the same as with the proposed project. The revised description of Alternative D is included below for reference. (see page 176 of the Draft EIR)

D. ALTERNATE CONFIGURATION

The Alternate Configuration would relocate the proposed Hall of Fame, and would reconfigure the practice fields to avoid potential effects on Damon Slough or on wetlands near the practice fields. Under this alternative, the Hall of Fame would remain in the Coliseum Complex site, and the practice fields would remain at the Doolittle Drive site. The expansion of the Stadium seating capacity under this alternative would be the same as with the proposed project. With this alternative, the Hall of Fame would either be constructed at the turf farm site, or at another location within the Coliseum site that would avoid construction over Damon Slough. A pedestrian bridge over the slough would connect the Hall of Fame and the Coliseum Complex. The Stadium expansion as described for the proposed project would not be changed by this alternative; therefore, the effects of this alternative on transportation, air quality, noise, public services, geotechnical issues, hydrology, energy and aesthetics would be as described for the proposed project. Potential significant adverse effects on cumulative transportation and air quality conditions would also be as for the project.

Hall of Fame

If the Hall of Fame were built on the turf farm, a pedestrian bridge would be constructed over Damon Slough to connect the site with the Coliseum Complex parking area. The pedestrian bridge over Damon Slough would fall under the Corps of Engineers and BCDC jurisdiction. (The Hall of Fame, within 100 feet of a tidal area, would require a BCDC permit.) A streambed alteration agreement may be required, under Fish and Game Code Sections 1601-03, if it were determined that the project would substantially disturb the slough. However, the pedestrian bridge over the slough would be a smaller structure than the Hall of Fame building. Locating the Hall of Fame on the turf farm would: a) provide visual access from 66th Avenue; b) avoid the greater impacts of constructing the Hall of Fame over the slough; and c) avoid congestion around the Arena and the Coliseum. If the Hall of Fame were constructed at an alternative location this alternative may not respond to the project's objective of providing a Hall of Fame within the complex, administered separately from Coliseum Complex activities, and directly accessible from outside the complex. If the Hall of Fame were relocated within the Coliseum Complex, at a location other than the turf farm, it would avoid potential adverse affects on wetland habitat in the slough. This alternative would avoid constructing the Hall of Fame on or adjacent to Damon Slough, which would be within Corps of Engineers jurisdiction and the 100-foot shoreline band under BCDC jurisdiction.

Practice Fields

With the Alternate Configuration alternative, the third practice field would remain adjacent to the two existing practice fields at the Doolittle Drive location, but south of wetlands identified near Doolittle Drive; the originally proposed location would disturb those wetlands. The practice field area with this alternative would be about 8.4 acres, also as proposed in the original project.

The practice fields, with this alternative, would be reconfigured to avoid the existing wetlands at the southeast corner of the site. The reconfigured practice field would be oriented as shown in Figure 33 (p. 6 herein).

2. Table 1a is added after page 28 of the Draft EIR, to present an outline of public agency review and approvals required for each component of the proposed project.
3. The following is added after the last paragraph on p. 70 of the Draft EIR:

"A 65-acre site south of the Coliseum Complex at 85th Avenue and Edes, may be proposed as a retail center. That project is not included in the EIR cumulative analysis. That proposal is not yet undergoing environmental review and no formal plans are available."
4. The Draft EIR air quality analysis is revised to include updated background carbon monoxide (CO) concentration, as shown in Table 26, Draft EIR page 117. The correction increases existing one-hour average CO levels by 2.0 ppm and future levels by 1.9 ppm. Those revisions would have no effect on the overall conclusions of the air quality impact analysis. (The air quality analysis was based on background conditions monitored at the Alice Street Station in downtown Oakland and represents pre-earthquake traffic conditions. Because of the distance of the station from the Coliseum, those data would still be a reasonable representation of background air quality conditions in the Coliseum vicinity for the post-earthquake setting.) Table 26, on page 117 of the Draft EIR is revised to reflect this information, and is included below.
5. Page 132, Figure 30 of the Draft EIR is revised to indicate the correct locations of Fan Marsh and Doolittle Pond.
6. The mitigation measures on page 138 of the Draft EIR are revised to read as follows, to provide measures for both the exterior and interior areas of the project site. Revised language is underlined:

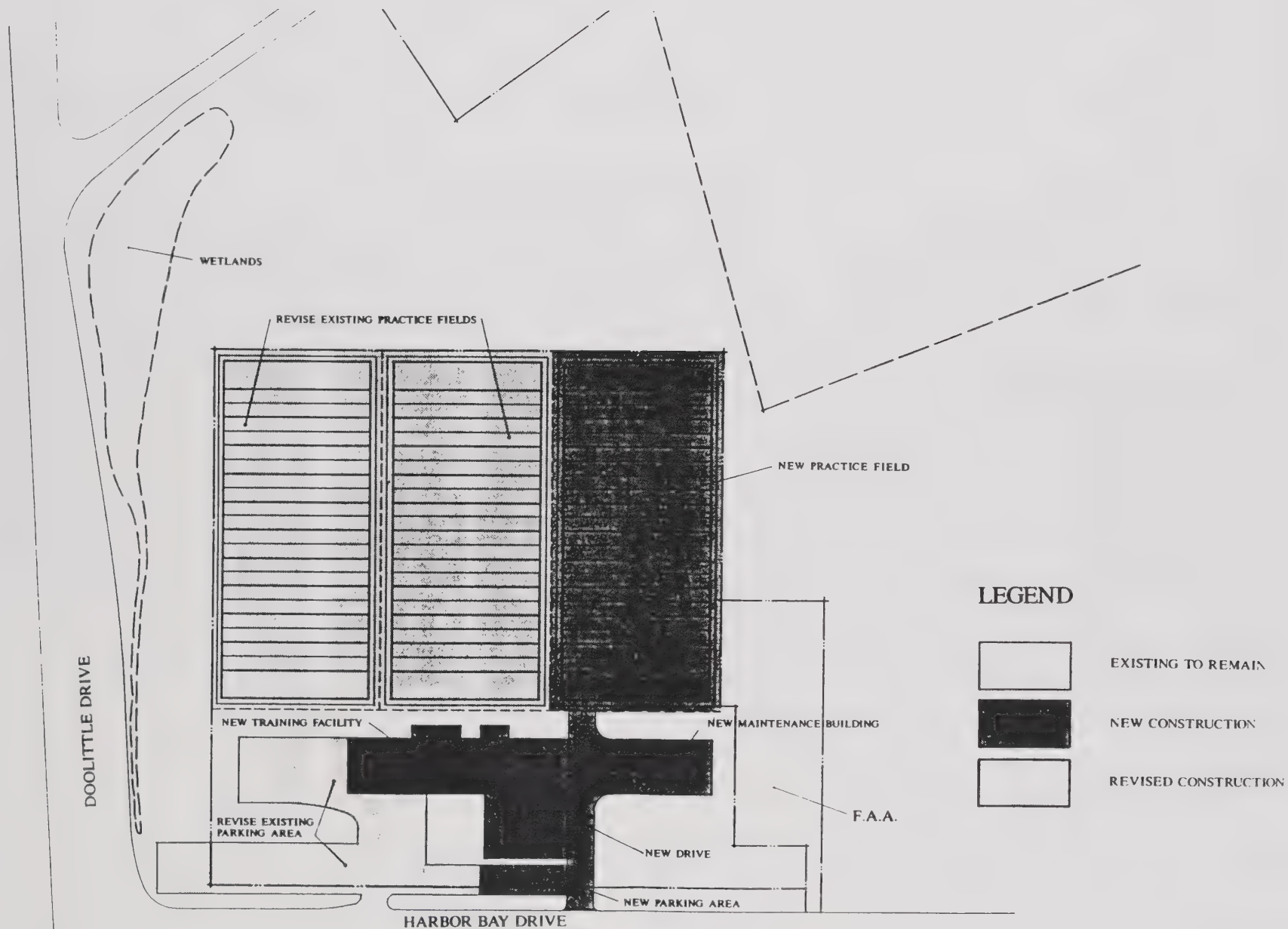


FIGURE 33
CONCEPTUAL PRACTICE FACILITY

TABLE 1a: OAKLAND/ALAMEDA COUNTY COLISEUM EXPANSION, REQUIRED PERMITS AND APPROVALS

<u>AGENCY</u>	<u>PERMIT/APPROVAL REQUIRED</u>	<u>REASON</u>
A. <u>Stadium Expansion/Administration Building</u>		
1. City of Oakland	Conditional Use Permit	Located in C-36 zone; C.U.P. required for civic activity with extensive impact and group assembly.
2. City of Oakland	Design Review	Located in S-4 design review combining zone. Design review required for alteration of structure.
3. City of Oakland	Certified EIR	Discretionary approval/significant environmental effects.
4. Alameda Flood Control and Water Conservation District	Review and comment	Coliseum is located in Flood Zone B, designated by Federal Emergency Management Agency.
5. Regional Water Quality Control Board (RWQCB)	National Pollution Discharge Elimination System (NPDES) Permit/Waste Discharge Requirements	Possible discharge <u>of water</u> into Damon Slough from confined pipe or channel.
6. East Bay Municipal Utility District	Sewer Permit	Possible discharge of water into sewer.
B. <u>Practice Fields</u> /1/		
1. Port of Oakland	Lease	Proposed site owned by Port of Oakland.
2. Alameda County Airport Land Use Commission (ALUC)	Consistency with Airport Land Use Policy Plan and ALUC safety zone restrictions	Location of practice fields near Metropolitan Oakland International Airport.
3. Alameda Flood Control and Water Conservation District	Review and comment	Location of practice fields in Flood Zone B, designated by Federal Emergency Management Agency.
4. City of Alameda	Review of changes related to access to practice fields from Harbor Bay Parking	Alameda letter.

TABLE 1a: OAKLAND/ALAMEDA COUNTY COLISEUM EXPANSION, REQUIRED PERMITS AND APPROVALS (CONTINUED)

<u>AGENCY</u>	<u>PERMIT/APPROVAL REQUIRED</u>	<u>REASON</u>
B. <u>Practice Fields</u> /1/ (Continued)		
5. Federal Aviation Administration (FAA)	Determination of whether proposed structures are hazard to navigation	Location of practice fields near Metropolitan Oakland International Airport.
C. <u>Hall of Fame</u>		
1. City of Oakland	Conditional Use Permit Design Review	Located in C-36 zone; C.U.P. required for civic activity with extensive impact and group assembly.
2. San Francisco Bay Conservation and Development Commission (BCDC)	Development Permit	Proposed site will involve new construction within 100 feet of tidal areas of the Bay (Damon Slough).
3. U.S. Army Corp. of Engineers (COE)/2/	Section 404 Permit	Development of pedestrian bridge over Damon Slough
4. U.S. Fish and Wildlife Service	Consult with COE on compliance with Federal Endangered Species Act	Possible effect on endangered species by development over Damon Slough.
5. U.S. EPA	Consult with COE	Development over Damon Slough.
6. National Marine Fisheries Service	Consult with COE with respect to effect on fish of commercial importance	Development over Damon Slough

/1/ Assumes relocation of practice fields out of jurisdiction of San Francisco Bay Conservation Development Commission (BCDC) and away from wetlands.

/2/ Assumes development of the Hall of Fame near Damon Slough, not over the channel.

TABLE 26 (revised): ESTIMATED WORST-CASE EXISTING AND FUTURE CO CONCENTRATIONS IN PROJECT VICINITY / a,b,c,d /

Location	Averaging Time	<u>Existing</u>			<u>1995 With Project</u>	
		<u>No Event</u>	<u>Football</u>	<u>Baseball</u>	<u>Football</u>	<u>Baseball</u>
1. San Leandro / 73rd Avenue	1-Hour	12.9	13.9	13.6	12.3	11.5
	8-Hour	<u>9.4</u> /e/	<u>10.1</u>	<u>9.9</u>	<u>9.2</u>	8.4
2. San Leandro / 76th Avenue	1-Hour	13.7	13.7	13.8	12.3	12.0
	8-Hour	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>	<u>9.0</u>	8.8
3. San Leandro / 66th Avenue	1-Hour	12.1	14.3	13.2	12.6	12.0
	8-Hour	<u>8.8</u>	<u>10.4</u>	<u>9.6</u>	<u>9.2</u>	8.8
4. Hegenberger Road / Coliseum Way	1-Hour	17.0	<u>23.0</u>	18.5	14.6	17.9
	8-Hour	<u>12.3</u>	<u>16.5</u>	<u>13.3</u>	<u>10.6</u>	<u>12.9</u>

- /a/ Worst-case scenarios are based on weekday evening traffic for the no event, baseball games, and football games (Monday night).
- /b/ Concentrations given in parts per million. The state one-hour standard is 20 ppm; the eight hour standard is nine ppm. Federal standards are 35 ppm and nine ppm, respectively.
- /c/ These estimates take into account background and local CO contributions. Local contributions are derived using traffic counts furnished by Korve Engineering and CALINE 4 software for microcomputers. Background CO concentrations are estimated to be 7.9 ppm, one-hour average, and 5.9 ppm, eight-hour average for 1989 and 7.5 ppm, one-hour average, and 5.6 ppm, eight-hour average, for 1995 based on information shown for Oakland's Alice Street Monitoring station in BAAQMD Guidelines (November 1985).
- /d/ Receptors listed here appear as 1, 4, 7, and 11 in data files.
- /e/ Underlined values represent exceedances of state or federal standards.

Recommendations of the State Department of Water Resources for reducing water consumption, and thereby reducing generation of wastewater, include:

Exterior Areas of Project Site:

- Landscape with low-water-using plants.

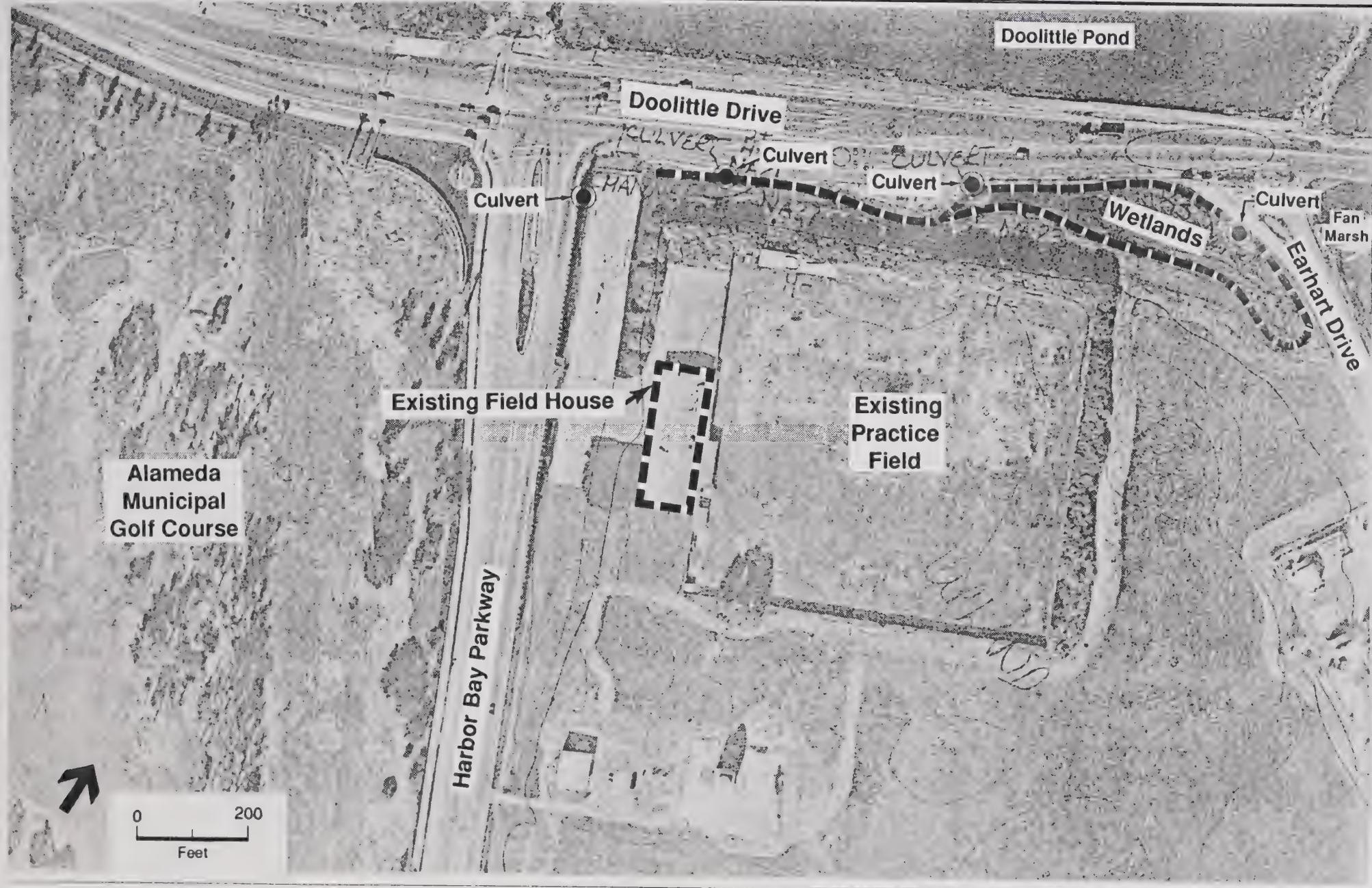


FIGURE 30 (Revised)
WETLANDS IN VICINITY OF PRACTICE FIELDS

- Group plants of similar water use to reduce overirrigation of low-water-using plants.
- Use mulch extensively in all landscaped areas. Mulch applied on top of soil will improve the water-holding capacity of the soil by reducing evaporation and soil compaction.
- Preserve and protect existing trees and shrubs. Established plants are often adapted to low-water-using conditions and their use saves water needed to establish replacement vegetation.
- Install efficient irrigation systems that minimize runoff and evaporation and maximize the water that will reach the plant roots. Drip irrigation, soil moisture sensors, and automatic irrigation systems are a few methods for increasing efficiency.
- Use pervious paving material to reduce surface water runoff and to aid in groundwater recharge.
- Use reclaimed wastewater, stored rainwater, or grey water for irrigation.

Interior of Project Structures:

- Supply line pressure: Water pressure greater than 50 lbs per square inch (psi) be reduced to 50 psi or less by means of a pressure-reducing valve.
 - Drinking foundations: Drinking fountains be equipped with self-closing valves.
 - Ultra-low-flush toilets: Install one-and-one-half-gallon per flush toilets in all new construction.
7. The following is added on page 146 of the Draft EIR, as the last sentence in the paragraph under Stadium Expansion: Impacts - Topography, Geology and Soils:
- "Soils to be excavated are not expected to be contaminated by hazardous materials. If hazardous materials were present, the soil would be removed and disposed of in the manner required by applicable laws and regulations."
8. The following text is added in H. Hydrology section, page 150 of the Draft EIR, as a new last paragraph under Setting:

"Preliminary groundwater samples taken in February 1990 immediately below the existing playing field were tested for contaminants, and concentrations totaling about 0.2 parts per million (ppm) (200 parts per billion) of several chlorinated hydrocarbons were detected. Current discharge of groundwater from the subfield drainage system is estimated to be about 40,000 gpd, exclusive of rainwater and irrigation water drainage.

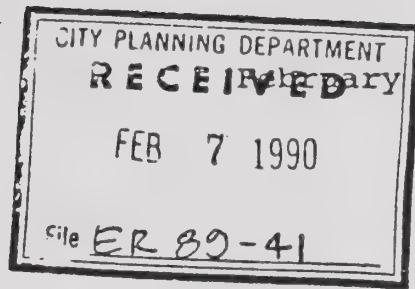
9. The following paragraph is added on page 150 as a new last paragraph under Impacts - Groundwater:

"During excavation of the playing field, dewatering operations would increase the discharges of groundwater flows for the period of excavation (three to four months). After completion of the project and installation of the new subsurface drainage system, groundwater flows would be comparable to existing flows. The concentrations of chlorinated hydrocarbons would not be expected to vary substantially from those detected in the February 1990 test."

10. The following paragraph is added on page 150 under Mitigation:

- "All drainage and construction dewatering will be performed in compliance with applicable laws and regulations relating to water quality."

III. COMMENTS AND RESPONSES TO COMMENTS



February 5, 1990

HPP-09

Oakland City Planning Commission
City Hall
One City Hall Plaza
Oakland, California 94612

Gentlemen:

The Federal Highway Administration (FHWA) has reviewed the draft environmental impact report (draft EIR) for the proposed Oakland-Alameda County Coliseum Expansion in Alameda County, California (ER No. 89-41). The following comment is provided.

There appear to be several inconsistencies between the draft EIR and the latest California Department of Transportation (Caltrans) plans for the proposed reconstruction of the Interstate 880 / Hegenberger Road Interchange. Therefore, additional coordination is needed with the Caltrans District 4 Office regarding this proposed interchange reconstruction.

We appreciate this opportunity to review the subject draft environmental report and would like to receive a copy of the final EIR when it becomes available.

Sincerely yours,

B. SCHLAUS

for Willis Kisselburg, Jr.
Director, Office of Planning
and Program Development

cc:

Mr. Alvin James	Director of City Planning City of Oakland
Mr. Stephen Guhin	HPR-CA
Mr. Glenn Clinton	HA-CA
Mr. Lee Onstott	HA-CA
Mr. John Bates	HPO-09
Mr. Dan Harris	HPP-09
HPP-09 Reading File	

DHarris:drh

1. The Draft EIR describes the Hegenberger/I-880 alternative identified in the Caltrans Initial Project Report (IPR). This document includes an assessment of four additional alternatives. A final alternative interchange design has not been selected. The analysis of traffic conditions in the Draft EIR was based on the short-term scenario in which no interchange improvements are in place. This was due to the fact that the full interchange improvements are not programmed to be completed until the year 2000. As such, the analysis represents the most reasonable scenario for the intersections that are adjacent to the interchange were the stadium expansion to be completed by 1992 or 1993. It also represents a worst-case scenario as the interchange improvements are designed to improve traffic flows on the freeway ramps and at the ramp junctions with the local street system. Caltrans would be responsible for conducting a separate environmental analysis when the interchange is designed.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region, HCB
777 Sonoma Avenue, Room 325
Santa Rosa, California 95404

February 12, 1990

F/SWR13:TDW

Anu Raud
City of Oakland Planning Department
1330 Broadway, Third Floor
Oakland, California 94612

Dear Ms. Raud:

We reviewed the Draft Environmental Impact Report (DEIR) for the Oakland-Alameda County Coliseum Expansion. The following comments may assist you in project design.

As we have stated previously, the National Marine Fisheries Service is responsible for preserving and enhancing marine, estuarine, and anadromous fish resources and the habitats that support these resources. These habitats include tidal sloughs and wetlands. The preferred project, as described in the DEIR, would impact these resources to some degree. The DEIR indicates that a full assessment of resource values has not yet been completed, including potential wetland impacts. This information is necessary for us to fully evaluate the magnitude of impacts and should be available in the final EIR.

In addition, no definitive mitigation to offset resource impacts has been presented. The need for mitigation has been identified but specific sites and plans are not described. We, therefore, cannot evaluate the merits or adequacy of mitigation. This information also should be presented in the final EIR.

Based on the information presented in the DEIR, we prefer and recommend Alternative B (Alternative Site) or Alternative C (Reduced Magnitude Alternative), as both avoid all wetland impacts. The additional information identified herein is necessary for us to give further consideration to the preferred alternative.

We appreciate the opportunity to review the DEIR. If you have questions regarding these comments, please contact Diane Windham of my staff at National Marine Fisheries Service, 777 Sonoma Avenue, Room 325, Santa Rosa, California 95404; telephone (707) 578-7513.

Sincerely,

James R. Bybee
James R. Bybee
Environmental Coordinator
Northern Area



1. As stated in the Text Changes and Errata herein, the preferred project is Alternative D, which would avoid potential impacts on the wetlands adjacent to the practice fields. Thus, mitigation measures identified in the comment would not be necessary. Refer to Text Changes and Errata herein for more information for further description of Alternative D.

Memorandum

To : Loreen McMahon
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : February 8, 1990
File No.: ALA-880-26.61
SCH# 89091218
ALA880185

From : DEPARTMENT OF TRANSPORTATION

Subject : OAKLAND-ALAMEDA COUNTY COLISEUM EXPANSION - DEIR

Thank you for continuing to include Caltrans in the environmental review process for the above-referenced Draft Environmental Impact Report (DEIR) to expand the Oakland-Alameda County Coliseum. This project would include four major parts:

- 1) Increasing seating capacity and internal services of the Stadium from 53,000 seats in football configuration to approximately 64,000 seats; and from 50,000 to 57,000 seats in the baseball configuration;
- 2) Expanding office and restaurant/function space at a location between the Arena and the Stadium;
- 3) Constructing a Hall of Fame; and
- 4) Reconstructing the practice fields and field house at the Doolittle Drive site.

The traffic volume data used in this study on Route 880 is not consistent with the latest counts and projected volumes. Based on the Caltrans publication 1988 Traffic Volumes on California State Highways, the Annual Average Daily Traffic on Route 880 near the study area is 227,000 vehicles; whereas the DEIR, on page 54, estimates average weekday volumes to be 128,000 vehicles. The vehicle trip generation estimates for the Coliseum event scenarios should also take into consideration the secondary traffic generated by shuttling patrons from the off-site parking areas. These additional trips should be included in the cases of future and future + cumulative projects.

①

②


The traffic study should address the impacts that this project will have on Routes 580 and 980 during the interim before the Cypress section of Route 880 is reconstructed.

There should also be discussion of financial participation in the reconstruction of the Hegenberger Road interchange. The Coliseum facility will benefit from the additional capacity, and should be considered even though it is used intermittently.

We appreciate the opportunity to work with you on this project and wish to continue correspondence on it. We also look forward to reviewing the FEIR prior to the approval of this project. Please send a copy to the undersigned contact person for this agency at the following address:

Wade Greene
District CEQA Coordinator
Caltrans District 4
P.O. Box 7310
San Francisco, CA 94120

If you have any questions regarding these comments, please feel free to contact Alice Jackson of my staff at (415) 557-2483.


WADE GREENE
District CEQA Coordinator

cc: Susan Pultz, MTCV
Sally Germain, ABAG
Gary Adams, ATSD Coordinator

COMMENTING ENTITY: California Department of Transportation,
February 8, 1990

1. The average daily traffic volume of 227,000 vehicles and peak hour volume of 20,600 vehicles cited in the 1988 Traffic Volumes on California State Highways are based on projections for the I-880 corridor. They indicate conditions on the freeway that substantially exceed the capacity of an eight-lane section. For example, the hourly volume of 20,600 vehicles would result in an average of 2,575 vehicles per lane over eight lanes. This is 25% higher than the maximum capacity of 2,000 passenger cars per hour per lane under ideal conditions as cited in the 1985 Highway Capacity Manual.

The EIR analysis relies upon counts conducted for this EIR in September 1989, on I-880 that show a total of approximately 11,500 vehicles per hour on the freeway during the afternoon peak hour. This is equivalent to an average of 1,400 vehicles per hour per lane. Based on the high proportion of trucks on I-880 that limit the efficiency of the highway, these recent counts represent a more complete representation of actual conditions on this segment of the freeway.

2. A total of six shuttles served the peripheral parking lots during the pre-season football game that was surveyed. The shuttles had a route time of approximately 20 minutes. This resulted in an average of 36 shuttle trips per hour (18 inbound, 18 outbound) during the time periods before and after the football game. The volume of shuttle traffic would be low and would not impact traffic conditions at the study area intersections.
3. An increase of 10,000 fans in attendance at a sold-out Monday Night football game would add approximately 340 vehicles from the north on I-880 during the weekday pm peak hour. During Sunday football games, the increased project traffic would add approximately 790 vehicles from the north on I-880. It is projected that approximately 90 percent of this traffic would continue north on I-880 to I-980 during the period before the Cypress section of I-880 is

reconstructed. Recent counts conducted by Caltrans on I-980 during the week of March 10, 1990 indicate that the freeway is currently carrying 4,280 vehicles per hour on Sunday (4:00 to 5:00 pm) and 3,960 vehicles per hour on Monday (4:00 to 5:00 pm) in the westbound direction. The project would add approximately 710 vehicles per hour during the Sunday peak period, resulting in a total of 4,990 vehicles per hour. During the Monday pm peak hour, the project would add approximately 310 vehicles per hour for a total of 3,960 vehicles per hour in the westbound direction. The added project traffic would therefore represent 14 and eight percent of the peak hour traffic on Sunday and Monday, respectively, during the pm peak hour.

4. The Alameda County Transportation Expenditure Plan includes funding for the modification of the Hegenberger Road interchange as a component of the \$220 million Nimitz Freeway project. As there is no projected funding shortfall or local match money for this project, financial participation in the interchange reconstruction is not identified as a mitigation measure for the Coliseum project.

SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

THIRTY VAN NESS AVENUE, SUITE 2011

SAN FRANCISCO, CA 94102-6080

PHONE: (415) 557-3686



January 17, 1990

Ms. Anu Raud
City of Oakland Planning Department
1330 Broadway, Third Floor
Oakland, California 94612

SUBJECT: Draft Environmental Impact Report for the Oakland-Alameda County
Coliseum Expansion Project (ER 89-41)
BCDC Inquiry File Nos. AL.MC.7517.1 and AL.OA.6924.3
BCDC Airport Planning File

Dear Ms. Ruad:

The Commission staff has reviewed the Draft Environmental Impact Report for the expansion of the Oakland-Alameda County Coliseum Complex in light of the policies of the San Francisco Bay Plan, McAteer-Petris Act, and the Commission's report on diked historic baylands. As a result of this review, we have the following comments.

First, the draft EIR correctly describes the Commission's jurisdiction over Damon Slough on page 27 and notes that a Commission permit would be required for any work within tidal areas of Damon Slough and within 100 feet of the line of highest tidal action. However, this section does not describe the limit of the Commission's jurisdiction at the practice facility site, which is adjacent to tidal areas of Fan Marsh. This omission should be remedied. ①

Second, the draft EIR points out on pages 129-134 that the proposed Hall of Fame building would straddle Damon Slough, a tidal arm of San Francisco Bay. While the draft EIR discusses possible impacts of this proposal in terms of wetlands issues, it fails to point out that the Commission can only permit fill, defined as any substance or material that is placed in tidal areas of the Bay, as well as structures that are built on pilings or are cantilevered over tidal areas of San Francisco Bay, for water-oriented uses (such as ports, airports, water-related industry, water-oriented recreation, and some limited, Bay-related commercial recreation or public assembly purposes). The Commission can also permit minor fills in the Bay for improving public access and shoreline appearance. It appears unlikely that the Commission could find that a Hall of Fame building would be a water-oriented recreational use. It also appears unlikely that the Hall of Fame building could be found to be ② ③

either Bay-related commercial recreation or Bay-related public assembly purposes. Therefore, the draft EIR should discuss the apparent inconsistency between the proposed Hall of Fame building and policies of the McAteer-Petris Act and San Francisco Bay Plan. The discussion of project alternatives on pages 172-177 should also focus on alternatives which would not involve fill in tidal areas of the Bay. In addition, the draft EIR should discuss in greater detail what public access improvements could be provided as part of the Hall of Fame, if this structure is located adjacent to Damon Slough.

Third, pages 130-134 of the draft EIR discuss the practice fields site adjacent to Doolittle Drive and Harbor Bay Parkway. It appears that the wetlands that are located on the site are not subject to tidal action due to tidal control structures located on the culverts connecting to Fan Marsh. These wetlands are also not identified as diked historic baylands in the Commission's Maps of Diked Historic Baylands, likely because of their small size. However, any fill in wetlands will likely result in adverse impacts on the environment and would also likely fall within the jurisdiction of the U. S. Army Corps of Engineers under Section 404 of the Clean Water Act. The report should discuss how the filling of these wetlands would conform to the Corps' policies and regulations. The report should also discuss how the loss of wetland habitat, however small, would be mitigated. Also, the draft EIR should address how public access to San Francisco Bay would be provided as part of any improvements at the practice facility that are located within the Commission's jurisdiction.

Fourth, the practice filed site lies within a priority use area designated by the San Francisco Bay Plan for airport purposes. The draft EIR should discuss the apparent lack of consistency between the proposed use and the airport use designation. The Commission cannot approve a project within its jurisdiction that involves a use that is inconsistent with the airport priority use designation. It does not appear that the proposed practice facility could be found to be an airport-related use. However, the Commission might be able to approve interim uses within the designated priority use area if they: (1) were interim in nature; (2) required capital expenditures that could be amortized in a relatively short period of time; (3) were readily displaceable should the area be needed for airport-related uses; and (4) did not impair the efficient utilization of the Metropolitan Oakland International Airport. This issue should be explored in detail in the draft EIR.

Fifth, the draft EIR discusses on page 146 the potential impacts of the proposed project on topography, geology and soils. In addition to the issue raised earlier in these comments regarding the approval of a non-water-oriented use on Bay fill, the Commission must ensure that all structures involving fill in the Bay did not pose an unnecessary risk as a result of earthquakes or flooding. The draft EIR should discuss in greater detail how the proposed Hall of Fame, if located on fill, would be built to withstand earthquake or flood damage.

Ms. Anu Raud
January 17, 1990
Page 3

Finally, Table 1, the summary of major impacts on pages 8-11 should be revised to reflect these substantive comments.

8

Thank you again for soliciting our comments on the draft EIR for the Oakland-Alameda County Coliseum expansion project. If you have any questions, please call me.

Very truly yours,



STEVEN A. MCADAM
Assistant Executive Director for
Governmental Affairs

SAM/sm

cc: Dr. Gordon Snow, Asst. Secretary of Resources

1. Page 27, the last sentence of paragraph four is revised to add the following information:

"Construction of the Hall of Fame across or adjacent to the slough and expanding the playing fields within 100 feet of the tidal areas of Fan Marsh would require a BCDC permit.

2. Page 134, the second sentence of paragraph two of the Draft EIR is revised to add the following information:

"As noted in the Plans, Policies and Approval Process for the Corps of Engineers, the Corps would review development near or on Damon Slough through the Section 404 and Section 10 permit process. BCDC would require a permit for the Hall of Fame as a structure built on pilings or cantilevered over tidal areas of San Francisco Bay. The commission would have to find that the Hall of Fame would be a water-oriented use.

3. The responses above clarify the BCDC jurisdiction over the project as originally proposed. As noted on page 3 herein, the Alternate Configuration, Alternative D, has been adopted as the preferred project. This alternative would avoid developing the Hall of Fame over Damon Slough, and would avoid developing the practice fields within wetlands or within the BCDC 100-foot shoreline jurisdiction and adjacent to tidal wetlands of the Bay. As part of Alternative D, the project sponsor may develop a pedestrian bridge over Damon Slough to provide areas between Coliseum parking and a potential Hall of Fame site north of the slough. This action would require involvement of the Army Corps of Engineers and BCDC. However, the proposed pedestrian bridge would be a smaller structure than the Hall of Fame. The impacts of the pedestrian bridge over the slough would be less than the Hall of Fame built over the slough. As stated on page 131, paragraph two of the Draft EIR, even the placement of the Hall of Fame over the slough would have limited effects due to the degraded nature of Damon Slough. Thus, the pedestrian bridge as proposed under Alternative D would have effects on the slough.

Alternative D without the pedestrian bridge would be consistent with the McAteer-Petris Act and the San Francisco Bay Plan. See Text Changes and Errata on page 3, herein for a further description of this alternative.

4. Pages 131 to 134 in the Draft EIR discusses the agencies that have jurisdiction over wetlands and San Francisco Bay, including the U.S. Army Corps of Engineers, Environmental Protection Agency, U.S. Fish and Wildlife, San Francisco Bay Conservation and Development Commission, California Department of Fish and Game.

The Draft EIR discusses the policies of these agencies which states that "no net loss of wetland acreage or habitat value" may result from a development project.

The Draft EIR describes the required mitigation for any disruption of wetlands, which includes providing at least one acre of in-kind, on-site wetland habitat for every acre affected. If the mitigation is not on-site or not in-kind, the amount of required wetland habitat could increase from a ratio of 1:1 to 4 or 5:1. As noted above, the preferred project would be Alternative D, which would avoid developing the practice fields within identified wetland. Thus, it would appear that the identified wetlands mitigation would not be necessary.

5. Page 133, the end of the third full paragraph in the Draft EIR, discusses the BCDC requirement to provide public access to the shoreline as part of the mitigation for the practice facility.

Alternative D, the preferred project, would reconfigure the practice fields and the Hall of Fame on the project site to avoid effects on the wetlands and minimize the effects on the Damon Slough habitat. Under this alternative, the practice field would not fall within the 100 feet shoreline jurisdiction of BCDC. A discussion of this alternative is found on page 176 of the Draft EIR, and page 3 herein.

6. As stated on page 130 of the Draft EIR, the practice fields are located at the northernmost corner of North Field at Metropolitan Oakland International Airport (MOIA).

The practice fields were an existing use up to 1982. The practice fields were found to be compatible with the airport use designation by the Port of Oakland. Compatibility of the practice fields in an Airport use area was determined on the basis that they were not considered a permanent use, they were used infrequently, and they would not be within the clear zone for the runway. As these conditions would still apply, it is reasonable to assume the practice fields would again be determined by the Port to be compatible with airport use. The reactivation of the practice fields would require re-negotiating the lease agreement between the football team with the Port of Oakland.^{/1/} As noted above, the reconfigured practice fields with Alternative D would not be under BCDC jurisdiction. See also Response No. 11 to Port of Oakland letter, page 35 herein.

7. Any development of the site would require the approval of the appropriate agencies mentioned in response 4 above and would require a detailed soils investigation and foundation design by a licensed California soil engineer. As stated on page 148 of the Draft EIR, all buildings would have to conform with the seismic and life safety standards of the Uniform Building Code.
8. With the preferred project, the Alternative D, those impacts in Table 1, page 9 of the Draft EIR that relate to wetlands, would not occur.

^{/1/} Loretta Meyer, Supervisor of Environmental Assessment section, Port of Oakland, telephone conversation, March 21, 1990.

PORT OF OAKLAND



BOARD OF PORT COMMISSIONERS CITY OF OAKLAND

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February 9, 1990

RECEIVED

FEB 15 1990

CITY PLANNING COMMISSION
ZONING DIVISION

Oakland City Planning Commission
City Hall
One City Hall Plaza
Oakland, CA 94612

SUBJECT: OAKLAND-ALAMEDA COUNTY COLISEUM COMPLEX EXPANSION DEIR
CASE NO. 89-14

Dear Commissioners:

The Port has reviewed the subject document and has particular concerns regarding traffic and wetlands impacts, as well as geotechnical issues, airport land use and safety, and other general comments.

Traffic Impacts

The EIR should address how traffic could affect the capacity of existing infrastructure to accommodate forecasted future growth associated with planned Port activities. The document should also include a more comprehensive study of potential roadway congestion in and around the Metropolitan Oakland International Airport (MOIA). Specifically, the cumulative traffic analysis should account for the upcoming MOIA Master Plan, as well as other major developments planned in the project area. These developments include the proposed Marriott Hotel on Hegenberger Drive and the Oyster Bay Business Park in San Leandro. (The Cross-Airport Roadway project is included in the cumulative impact analysis, however, the project is now referred to as the "Airport Roadway Project.")

The project-related and cumulative traffic analyses do not cover sufficient geographical area. The I-880/98th Avenue intersection should be included as it would no doubt be affected by project-generated traffic. In addition to the roadways in and around MOIA that are discussed in the DEIR (I-880, Oakport Drive, Hegenberger Road, High Street and Edgewater Drive), impacts to Airport Drive and 98th Avenue should be analyzed. Ninety-eighth Avenue is frequently used by people leaving MOIA heading south.

The DEIR omits traffic and level of service impacts resulting from pre-season games, and large events such as sell-out rock concerts scheduled concurrently with sports events. A worst-case scenario should be evaluated from a traffic perspective. It is unclear whether the study's consideration of the "maximum feasible number of post-season home games" includes championship games (p.34).

Parking is a traffic-related issue not sufficiently addressed in the DEIR. Traffic Mitigation #3 targets lots on Port property which are currently available for overflow Coliseum parking (p. 101). Four of these areas, totalling 2950 potential parking spaces, are tentatively slated for future development. (The lots are those marked +1200, +1000, +150, and a portion of the lot marked +600.) The Port is also concerned about impacts to commerce at the Oakland Airport Business Park due to parking overflow from day games. Ingress and egress could be affected if overflow Coliseum parking is not concentrated on the Park's perimeter.

Impacts to North Airport Wetlands

The document states that expansion of the existing practice fields on Port property would affect an area described as "wetlands." The Port would prefer a practice field expansion project that did not encroach on the existing "wetlands" when other feasible options exist, such as expanding the practice fields in a southerly direction, or identifying an alternative site near the Coliseum. Impacts to the "wetlands" and nearby water bodies from increased pesticides and fertilizers should be considered if the fields are expanded or their management is intensified.

The practice fields are in the vicinity of the Doolittle Drive/Harbor Bay Parkway interchange, a project permitted by BCDC. The Port advises that the City check with BCDC to be certain that the proposed field expansion does not conflict with the existing interchange permit's boundaries or wetland mitigations.

The Port suggests the following corrections:

The map on page 132 is incorrect. The area labelled "Fan Marsh" is Doolittle Pond; Fan Marsh is the unlabelled area northeast of Earhart Drive. Also, the proposed playing field site plan does not reflect the actual geographical setting (p. 23). Graphics of the complete existing and proposed project site plan, including the practice fields, presented with the same scale and orientation, would be very helpful.

The document states that "the area proposed for the artificial turf practice field currently is part of a tidal marsh and elevations range from 7 to 12 feet msl." (page 147). This elevation data should be verified; the existing artificial turf practice field is not part of a tidal marsh and it is unlikely that the area in question is "tidal" at the elevations described. Please note that the document incorrectly states that the practice site is currently leased from the Port (pp. 4, 12, 21, 28).

Geotechnical Issues

The information on page 144 stating that the practice fields site was formerly a municipal garbage dump operated by the City of Alameda is incorrect. Recent research has shown that the site was historically a tidal marsh. The Port leased the site to Oakland Scavenger Company in the 1950's to fill with construction debris and later was able to develop the practice fields. The Regional Water Quality Control Board (RWQCB) recently required Oakland Scavenger to perform a preliminary solid waste assessment test (SWAT). Results indicate no significant presence of hazardous materials, however, the over-excavation proposed for the fields may penetrate the landfill cover and the developer should consider potential environmental concerns and need for remedial actions.

Airport Land Use and Safety Concerns

The paragraph discussing the Alameda County Airport Land Use Commission (ALUC) should state that the project is within the Alameda County Airport Land Use Commission General Referral Area for MOIA, as well as its Height Referral Area. (Portions of this project are also within Hayward Airport's General Referral Area.) Thus, this project should be referred to ALUC for review prior to project approval. As stated in the DEIR, portions of the proposed project are located within the Alameda County Airport Land Use Commission ALUC safety zones for Runways 27L and R at MOIA, and development within the safety zone would need to conform to ALUC requirements. Any proposed construction in the safety zone would be subject to ALUC safety zone use restrictions: no more than 25 persons per net acre over an eight-hour period, or a maximum of 50 persons per net acre over a two-hour period.

The uses of the rebuilt field house proposed for development on Port property are not defined. If uses beyond football team training are being considered, those uses could have impacts not addressed in the DEIR, including traffic and incompatibility with airport functions.

The DEIR discusses the need for the project to conform to FAR Part 77 Height Restrictions (p. 28). Text should be corrected to say "FAR Part 77 Height Restrictions limit the height of new construction at the practice field site to 60 feet at the south end or 80 feet at the north end." The FAA should be contacted to be certain that if proposed structures penetrate imaginary surfaces, they do not pose a hazard to air navigation. (13)

In the interest of aircraft safety, the Port would be in favor of measures to minimize impacts from reflective surfaces and outdoor nighttime lighting. (14)

General Comments

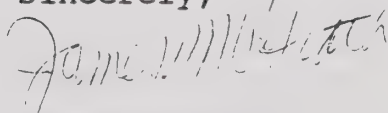
A draft, unsigned version of the Port's October 11, 1989, comment letter on the N.O.P. was inadvertently printed in the DEIR. Enclosed please find a second copy of the correct letter to be included the FEIR. (15)

The Port of Oakland was omitted from the list of agencies having jurisdiction over the project (p. 25); the Port is properly described as a Responsible Agency on page 28, and would be "responsible for evaluating and approving the EIR before granting any approvals..." (16)

The Port is supportive of the mitigation proposal which seeks to exceed the minimum requirements of the State Building Energy Efficiency Standards (Title 24) and use state-of-the-art, energy efficient design features. (17)

If you have any questions about the Port's comments, please contact Holly Kaufman at (415) 839-2765. Thank you for the opportunity to comment of the DEIR.

Sincerely,



James McGrath
Manager, Environmental Department

JM/HK/jb

Enclosure

cc: Charles Bryant, Oakland Planning Department
Steve McAdam, BCDC
Kathryn Hart, RWQCB

pc/hk20190A

1. The cumulative traffic analysis conducted for the EIR includes all approved projects in the vicinity of the Coliseum. The cumulative scenario therefore does not include any additional development at Metropolitan Oakland International Airport, as the development of a Master Plan for the airport is still in process. An alternative has not been identified for the Master Plan. The assessment of traffic patterns for Coliseum events conducted for the EIR indicates an insignificant (e.g., less than one percent) level of trip travel to/from the west on Hegenberger Road. The net increase in traffic generated by the project would therefore have no measureable impact on intersection service levels on Hegenberger Road west of Edgewater Drive. As such, no assessment was made of the project impact on locations west of the Hegenberger/Edgewater intersection.
2. Surveys of travel behavior conducted for the EIR at the pre-season football game at the Coliseum in August 1989 indicate that one percent of Coliseum-related traffic is destined to the south on Edes Avenue. The net increase in traffic generated by the project would therefore have no measurable impact on intersection service levels on Edes Avenue south of the northbound I-880 off-ramp. Therefore, no assessment was made of the project impact on locations south of the Hegenberger/Coliseum Way-Edes intersection.
3. The six event scenarios that were studied were formulated in conjunction with City of Oakland staff to provide an analysis of an appropriate range of possible multiple event scenarios. Each of the event scenarios includes a concurrent activity at both the Arena and the Stadium. The Arena events are incorporated into the cumulative base scenario. The impact of pre-season football games is included in the assessment of Scenarios 1 and 2. These event scenarios therefore provide a comprehensive range of the possible multiple event conditions.
4. The estimated number of event dates for each scenario shown on page 34 of the Draft EIR do include post-season championship games, where applicable. The event frequency is shown in a range, with the higher number indicating the maximum possible with championship games.

5. Existing patron parking locations are described in Figure 9 on page 38 and projected future patron parking locations in Table 21 on page 90 of the Draft EIR. A discussion of the project's parking impacts is provided on pages 88 and 89 of the Draft EIR. The projected increase of 10,000 fans during a football game that would be generated by the project would add a parking demand for approximately 2,700 vehicles based on the existing travel mode split. The EIR suggests a number of potential mitigation measures to accommodate the future parking needs generated by the project. The short-term alternative is the use of approximately 3,000 parking spaces in vacant lots which are currently owned by the Port of Oakland. The Coliseum and the Port have a current agreement for use of these vacant lots for the overflow parking until such time as future development occurs. Additional mitigation measures that are suggested that would result in either an increase in supply or a reduction in parking demand, include the implementation of a charter bus program, the use of existing parking lots at office building complexes in the areas that are vacant on weekends (e.g., similar to the Equitec building, which is used for overflow parking on weekends), and the expansion of the Coliseum BART station.
6. These Impacts are addressed in Scenario 4. The assessment of service levels indicates that the project would not significantly impact any of the study intersections for the weekday day baseball game. Table 21 of the Draft EIR shows that the project is not anticipated to add any additional parking demand in the area west of the Coliseum for Scenario 4.
7. See response to comment 5 to the San Francisco Bay Conservation and Development Commission, page 26 herein. Under Alternative D, two of the practice fields would remain grass and the third field would have artificial turf. While the grass fields would be slightly larger than the existing grass fields, the expansion would not require a substantial increase in fertilizers and pesticides. The artificial turf field would not require fertilizers and pesticides.

8. See Text Changes and Errata for corrected Figure 30.

Figure 7 is a schematic site plan. Under the new project description described in Text Changes and Errata, page 3 herein, the practice fields would be reconfigured in a way to avoid potential effects on wetlands. The reconfiguration would likely involve two practice fields in the existing location with the third field set back from Doolittle Drive.

9. The sentence refers to the proposed practice field near the wetland area, not the existing practice field. On page 147 the first sentence of the second paragraph is revised to read:

"Part of the area proposed for the artificial turf practice field currently is part of a tidal marsh and elevations range from three to 11.5 feet msl.

The source for the elevation data is Oakland Airport Aerial Photographs, which are listed on page 148 of the Draft EIR.

In reference to the leasing arrangement of the practice fields, pages 4, 12, 21, and 28 are revised to read:

"The practice field site was previously leased from The Port of Oakland during the occupation of the Oakland Raiders. If the site is to be reactivated, this leasing arrangement would have to be re-negotiated with The Port of Oakland."

10. Page 144 of the Draft EIR, paragraph three, is revised to read:

"The practice fields are underlain with artificial fill and Bay Mud. The U.S. Soil Conservation Service classifies the soil on which the practice facility lies as urban land containing mainly heterogeneous fill./5/ This was historically a tidal marsh. The Port of Oakland leased the site to Oakland Scavenger Company in the 1950's, to fill with construction and debris and later was able to develop the practice fields for the Oakland Raiders in the 1960's.

The reconstruction of the practice fields would not require substantial excavation, but would involve some grading to level the site and would not penetrate the landfill cover. The comment on "over excavation" appears to refer to the stadium expansion, as described on page 149, paragraph three of the Draft EIR, and not the practice fields.

11. Page 28, the second sentence of paragraph three is revised to add the following information:

"The practice field site lies in the Alameda County Airport Land Use Commission General Referral Area of the Metropolitan Oakland International Airport (MOIA). The site also lies within the Height Referral Area. FAR Part 77 Height Restrictions limit the height of new construction at the practice field site to 60 feet at the south end or 80 feet at the north end. The FAA will be contacted to ensure new structures do not penetrate imaginary surfaces, which could pose a hazard to air navigation. Portions of the practice fields site are located within ALUC safety zones for runways 27L and R at MOIA. The safety zone restricts occupancy by no more than 25 persons per net acre over an eight-hour period, or a maximum of 50 persons per net acre over a two-hour period. The estimated occupancy of the proposed practice fields would be consistent with the safety zone guidelines. Development within the safety zone will conform to ALUC requirements. The project will be consistent with the Airport Land Use Policy Plan.

The practice fields would be in full operation during September to December or January (playoff period), and would be used as coaches' offices during the remainder of the year. During the season the maximum number of persons on the practice field site would be approximately 100-110./2/

12. The proposed uses of the field house would directly relate to football team activities. Uses would include coaches' offices, maintenance facilities, meeting rooms, locker rooms and equipment areas. No other uses are proposed at this time.
13. See response to comment 11 above.
14. Page 164 of the Draft EIR is revised to add the following information after the third full paragraph:

The project may slightly increase the amount of light and glare generated at the practice fields.

/2/ Doug Albo, Los Angeles Raiders, telephone conversation, March 16, 1990.

The following mitigation measure is added as the last measure on page 165 of the Draft EIR:

- In the interest of aircraft safety, the design of the practice fields will minimize reflective materials and outdoor night lighting.

15. See Appendix A for a copy of the correct letter.
16. As noted on page 28 of the Draft EIR, the Port of Oakland is a responsible agency in this EIR. Page 25 of the Draft EIR is revised to add the Port of Oakland under the list of agencies which have jurisdiction over the project.
17. Comment is consistent with the findings of the EIR. No response is necessary.

January 24, 1990

Ms. Anu Raud
Assistant Planner
City of Oakland
Planning Commission
1330 Broadway, Room 310
Oakland, CA 94612

RE: ER No. 89-41 Oakland-Alameda County Coliseum Expansion

Dear Ms. Raud:

I have reviewed the Draft Environmental Impact Report for the Oakland-Alameda County Coliseum Expansion. I have concerns regarding the traffic and transportation impacts and proposed mitigation measures of the project if it is approved.

For several years, AC Transit has been reviewing the District's route structure and developing proposals for needed improvements throughout the service area. The result of this process is the Comprehensive Service Plan (CSP). The CSP will be implemented starting with Phases I and II in September of this year. The goal of the CSP is to revamp the system from Richmond to Fremont within a five year period, to create a frequent, multi-destinational transit system which can be an attractive alternative to the automobile for all kinds of local trips.

The DEIR does recognize the role of transit. On page 119, one of the mitigation measures for air quality impacts recommends the "continued and intensified use of transit for Coliseum events" to reduce peak-vehicle trips. However, the transportation analysis appears to be completely inconsistent with this mitigation strategy, and does not appear to support transit operations as a viable alternative to increased traffic. ①

The analysis begins by making several incorrect assumptions regarding the Comprehensive Service Plan and existing AC service. On page 65 of the document CSP Phase III is discussed. The document states that "The primary effect of these changes would be to provide greater bus connections to East Oakland and the Oakland Hills, but to eliminate the direct bus service to North Oakland provided by the No. 57 line(which is duplicated by BART today). The primary effect of all of the CSP changes in the Coliseum area is to provided improved bus connections for both residential and commercial trips throughout the system. North Oakland remains an accessible destination from the Coliseum area via a minimum of one transfer. ②

Mitigation #4 discusses AC Transit "operating changes". Adjustments to the regular Sunday and evening service to the Coliseum would be possible only if ridership warrants it, or if funds were provided to offset the additional cost of operating the service. As stated above, AC Transit would be willing to explore special express route services to serve the Coliseum under these circumstances. We would not reroute regular routes including Line 57 as suggested just for special events. This would create confusion and inconvenience to regular riders.

3

With regard to the traffic impacts of the project the document states that development of the project would incrementally add to increases in daily and peak-hour trips on local streets and intersections, as well as increasing the demand for off-street parking. Additionally, several of the cumulative project event scenarios would result in significant effects on intersection operations. Given this, the document does not adequately address the impacts of the project upon existing and future AC Transit service.

4

Several intersections that have been identified as operating with a LOS F during the PM peak are key to AC's new CSP routes. AC Transit service would be significantly and adversely impacted by these service levels. Intersections operating at this level can cause major schedule delays to buses and therefore can compromise service quality.

An example is the intersection of 66th Avenue and San Leandro Street which is projected to operate at LOS F for Existing & Event, Existing plus Event Plus Cumulative(Future Base) and Future Base & Project for the Monday PM Period Football Event scenario. 66th Avenue and San Leandro Street is an intersection where routes #47, #46, #56 converge to access the proposed Coliseum Transit Center. Two of which are peak hour only routes, and all of which will operate at a high frequency 15-minute headway. Potential traffic delays to these routes could seriously impact AC Transit's ability to provide quality service for these routes which provide direct connections to many residential areas of Oakland.

Several mitigation measures are identified for future traffic conditions in the project area. Mitigation #1 increases express and charter bus service to the Coliseum events. The document suggests that express service from satellite park-and-ride lots would be provided "by public transit operators (possibly AC Transit) . . . It should be noted that AC Transit is the public bus transit operator for Alameda County. Since all operating costs may not be recovered from the farebox, the District would be only be able to provide express services if any revenue shortfall were covered by the Coliseum Board, as noted in the document.

5

In conclusion, AC Transit recommends that the proposed project address these issues of traffic and transit operations consistent with the proposed mitigation strategies. Should you need further assistance, Associate Planner Tina Konvalinka of our staff and I are available. We may be reached at 891-4754 or 891-4755.

Sincerely,

A handwritten signature in dark ink, appearing to read "Debra G. King". The signature is fluid and cursive, with the first name "Debra" being more prominent.

Debra G. King
Senior Transportation Planner

cc: R Kilcoyne
T Konvalinka

1. The proposed mitigation program includes four suggested elements: a charter bus program, an exclusive transit gate at Baldwin/Hegenberger, a shuttle service for peripheral parking lots around the Coliseum Complex, and BART and AC Transit operating changes. Each of these four elements have substantial transit components. The goal of the suggested mitigation program is to create a shift of approximately 5,000 persons (one-half of the added 10,000 new patrons that would be served by the stadium expansion) from automobiles to transit-oriented uses. The major shifts that are suggested would involve the development of a charter bus program (4,600 persons) and increased BART use (400 persons).
2. The sixth sentence of the fourth paragraph on page 65 of the Draft EIR is hereby revised to read as follows. "The primary effect of all of the Comprehensive Service Plan changes in the Coliseum area is to provide improved bus connections for both residential and commercial trips throughout the system. North Oakland remains an accessible destination from the Coliseum area via a minimum of one transfer. (Route 57 will no longer provide service along the Hegenberger Road corridor; however, Route 41 will provide a connection via one transfer at the Eastmont Mall Transit Center to Route 57.)"

The following sentence is hereby added to the end of the first paragraph on page 62 of the Draft EIR. "This represents the equivalent of approximately 10 seated bus loads."

The fifth sentence of the second paragraph on page 62 of the Draft EIR is hereby revised as follows. "The shuttle provides service for those who do not or can not walk to and from the Coliseum BART Station. This includes many people with limited mobility such as the elderly and the handicapped."

3. Comment is noted. No response is necessary, as the comment addresses financial issues, rather than environmental issues.

4. The proposed project would result in significant increases in service levels at study area intersections under Scenarios 1, 2, and 5. These conditions would occur for a period of approximately 45 minutes immediately before or after the events begin or end. This would potentially affect existing AC Transit service on three routes. Route 57 runs on 20 minute headways evenings and Saturdays and would experience delays at the intersection of Hegenberger/Coliseum under Scenario 1 and the intersection of Hegenberger/Baldwin under Scenario 2. Route 56 provides service on 40 minute headways and would experience delays at the intersection of Hegenberger/Coliseum under Scenario 1, 66th/San Leandro under Scenarios 1 and 5, and Hegenberger/Baldwin under Scenario 2. Route 98 runs on 60 minute headways and would experience delays at the intersection of 66th/Coliseum under Scenario 1, as well as 66th/San Leandro under Scenarios 1 and 5. The above conditions would occur on up to 55 days per year when multiple events could be scheduled at the Coliseum Complex. The additional delays resulting from project traffic are moderate and do not constitute a significant impact. A potential mitigation measure is the incorporation of a formal bus bypass directive in the Oakland Police Department's "Traffic Control Plan" that would give AC Transit buses priority on Hegenberger Road and 66th Avenue.
5. Comment is noted. The EIR is not required to deal with the financial issues of the project.



EAST BAY AREA WATER UTILITIES DISTRICT

February 13, 1990

Oakland Planning Commission
6th Floor, City Hall
One City Hall Plaza
Oakland, CA 94612

SUBJECT: Oakland-Alameda County Coliseum Expansion Draft Environmental
Impact Report

Dear Planning Commission Members:

Thank you for the opportunity to review the subject environmental document. EBMUD has the following comments regarding water and wastewater service.

The project sponsor should contact EBMUD's New Business Office at the telephone number shown on this letterhead when development plans have been prepared. The New Business Office will inform the project sponsor whether pipeline improvements are needed, costs of these improvements, cost of water and wastewater fees and charges, and special conditions associated with providing water service to the project site.

The EIR should address potential impacts to EBMUD's 63-inch diameter wastewater interceptor pipeline, which is located between the stadium and the present arena. Enclosed is a drawing which shows the location of this interceptor pipeline. The impacts to be addressed include construction activities, the possible need to relocate the interceptor pipeline, and long-term impacts on maintenance access to it.

The EIR should quantify the increase in wastewater flow, both as total flow and peak flow, because of this project. The figures shown on Page 140 indicates 0.49 million gallons per game, but no figures are given for peak flow or flow when both the coliseum and the arena are being used. Also time of year for the peak is not specified. The peak flow when combined with wet weather flows may exceed the capacity of EBMUD's wastewater interceptor system to convey wet weather flows.

The project sponsor should incorporate water conservation measures into the construction and landscaping of this project to help mitigate the impact of additional water service demand on EBMUD's water supply. EBMUD encourages the use of equipment, devices and methods for plumbing fixtures and irrigation that provides for long-term efficient water use. EBMUD also encourages selection of lower water-using plants, use of inert materials, and limiting of

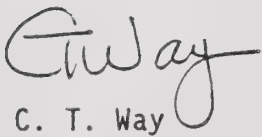


Oakland Planning Commission
Oakland-Alameda County Coliseum Expansion EIR
February 13, 1990
Page 2

turf. EBMUD has water conservation staff available to meet with and to advise project sponsors on conservation measures related to water service and landscaping concerns.

If you have any questions or require further information, please contact Leo J. O'Brien, Senior Civil Engineer, Water Service Planning at (415) 891-0695.

Very truly yours,



C. T. Way

CTW:WWMcG:wwmcg

1. The proposed Oakland Coliseum expansion would take place within the present boundaries of the stadium, and would not require relocating EBMUD's 63-inch diameter interceptor pipeline during or after construction. The stadium expansion would not pose any long-term impacts on maintenance access to the pipeline. Construction of the proposed project would not disturb the pipeline. Maintenance operations after the expansion could be conducted in the same manner as at present.
2. The data contained in Table 2 on page 36 of the Draft EIR indicates that football would generate a greater amount of attendance than concurrent baseball (Stadium) and basketball (Arena) events. Therefore, the figure of 490,000 gallons of wastewater flow per sold-out football game would represent the maximum flow expected into SDI No. 1. Wastewater flow would be expected to be dispersed somewhat evenly throughout the event with no definite peaks. In regards to peak wet-weather flow, the rainy season occurs between November and March; three to six home football games would be played during this period. It is also improbable, in the event of a major storm, that the stadium would be filled to capacity for a football event, thereby reducing the amount of event-generated wastewater flow.
3. See Text Changes and Errata on page 5 herein for a list of mitigation measures.

CITY OF OAKLAND
Interoffice Letter

ER 89-41

Planning
Department

Alvin James

January 24, 1990

Attention: _____

Date: _____

Public Works - Development Services

From: _____

Partial Administrative Draft EIR
Oakland-Alameda County Coliseum Expansion

Subject: _____

The draft document has been reviewed by Development Services and our comments are as follows:

- 1) Proposed modification to the existing seats and expanded seating may not comply with UBC requirements (i.e., for exits, aisles, etc.) and may require a variance from Board of Examiners and Appeals. ①
- 2) Since the UBC has no standards for sites with potential liquefaction, there is a need to recommend another standard. ②
- 3) Can the present storm drain system accommodate this additional volume of groundwater under the worst conditions, i.e. high tide and 100 year storm, etc? ③
- 4) It is assumed that any sanitary sewer that is constructed shall be maintained by others and not by the City of Oakland. ④

If there are any questions, call Tad Matsumoto at ext. 2259.

Calvin N. Wong
Calvin Wong
Principal Civil Engineer

cw/cmo/kk

COMMENTING ENTITY: City of Oakland Public Works - Development Services,
January 24, 1990

1. The comment does not directly address the content of the EIR. The potential need for a variance from the Board of Examiners and Appeals would be determined during the application for a building permit for the project.
2. The City of Oakland is required by law to incorporate the 1988 Uniform Building Code (UBC) in all new construction and substantial modifications to existing structures (such as the proposed project). The soil type on the project site is S_3 (as listed in the UBC Table No. 23-J) and thus an S-factor of 1.5 would apply.^{/3/} This information will be confirmed with geotechnical data that will be developed prior to construction of the proposed project.
3. As noted on page 149 of the Draft EIR, the Coliseum Complex is located in the 500-year storm event area, or Zone B, as shown on the Federal Emergency Management Agency maps. Potential impacts related to flooding are described on page 150 of the Draft EIR.

The impervious surface area of the project would be the same as the existing setting. Therefore, the amount of runoff anticipated would not increase under the project. The lowering of the stadium playing field could increase the chance for flooding at that location.

4. Additional on-site sewage requirements would fall under the responsibility of the Oakland-Alameda County Coliseum Complex.

^{/3/} Based on soil boring information contained in soils investigations for the Oakland Coliseum by Woodward-Clyde, Sherad & Associates, 1964

RECEIVED

JAN 26 1990

CITY PLANNING COMMISSION
ZONING DIVISION

January 24, 1990

Oakland City Planning Commission
City Hall
One City Hall Plaza
Oakland, CA 94612

Re: Draft Environmental Impact Report of the Oakland-Alameda
County Coliseum Expansion

Members of the Planning Commission:

Thank you for the opportunity to review the Draft EIR for the proposed expansion of the Oakland-Alameda Coliseum. The City's Public Works and Planning Department staff have reviewed the Draft EIR and submit the following comments:

1. The Draft EIR identifies the continued and intensified use of transit for Coliseum events as a means to mitigate traffic and air quality impacts. In order to ensure that the proposed increased transit opportunities effectively mitigate these impacts, the EIR should specifically identify how the use of transit will be promoted. In addition to an exclusive bus gate and expanded charter bus services, other incentives such as providing discount transit passes with tickets to Coliseum events should be included. A fixed subsidy to AC Transit and BART could provide the necessary funding for this type of incentive. ①
2. The EIR should address in more detail, the need for transit options from the City of Alameda to the Coliseum. AC Transit Route 61 should be identified as a connection to the Coliseum, and expansion of "Park and Ride" services should be included. ②
3. The EIR should identify a bay undercrossing connecting 66th Avenue to Harbor Bay Parkway as a roadway improvement to mitigate cumulative traffic impacts. This improvement would facilitate access to the practice field. ③

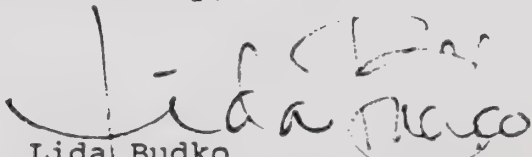
Planning Department, Room 102

City Hall
Santa Clara Avenue at Oak Street - 94501
415.748 4554

4. The EIR should identify what development scenario was assumed for the Oakland Airport expansion in the cumulative traffic analysis. (4)
5. Future traffic conditions at Harbor Bay Parkway/Doolittle Drive are projected to be at Level of Service D in the a.m. peak period without the expanded practice field (East End Phase II Traffic Study, Abrams Associates, 1988). The traffic analysis contained in the EIR should include more specific information regarding this intersection in order to fully assess the proposed project's impacts. (5)
6. The projected travel mode changes with the proposed mitigation program appear very optimistic (Table 24, page 96). An additional mitigation measure should be added which requires that the mode split be monitored for a specified period of time. If the projected mode split is not attained, an increase in stadium parking fees should be required in order to encourage transit use. Please note that the last column of Table 24 is not consistent with the data in columns 2 and 4, and should be revised. (6)

We would appreciate the opportunity to review the Response to Comments document when it becomes available. Please contact Transportation Planner Cheri Sheets at (415) 748-4510 if you have any questions.

Sincerely,


Lida Budko
Acting Planning Director

cc: City Manager
Public Works Director

1. The suggested transit program for Coliseum events would involve three separate components. This includes the development of a charter bus system, the increased use of BART, and the provision of shuttles to peripheral parking lots. The development of a charter bus system would involve the establishment of a coordination program by the Coliseum to assist in forming groups, making this information available to season ticket holders, and providing adequate on-site facilities for bus drop-off and storage. The charter bus groups are organized and funded by private organizations (private companies, ticket agencies, hotels, restaurants, etc.) and do not require any subsidies from the Coliseum. The increased use of BART would be encouraged by providing informational material through ticket offices/agencies for multiple event dates. In addition, the Coliseum would continue to coordinate their schedule with BART staff to ensure that additional services are provided for multiple event dates where appropriate. Finally, the Coliseum would provide shuttles to transport patrons from off-site lots during multiple event dates as needed.
2. AC Transit Route 61 provides service from Alameda via the Oakland Airport to San Leandro. The route travels along Webster Street, Buena Vista, Fernside, Island Drive, Doolittle, and Williams Street. Access from Alameda to the Coliseum is provided by transferring from the Route 61 bus to the Route 57 bus at the Oakland Airport. The Route 57 bus connects the Oakland Airport and the Coliseum via a direct connection along Airport Drive and Hegenberger Road.
3. Studies conducted for the City of Alameda on the Harbor Bay Isle project indicate that the intersection of Harbor Bay/Doolittle Drive would operate at service level C with both proposed development and planned local roadway improvements. The practice fields would generate approximately 60 vehicle trips during the pm peak hour on a typical weekday. This additional project traffic would not result in any change in service level for the background cumulative scenario at the intersection of Harbor Bay/Doolittle Drive. As a result, no additional improvements are suggested to mitigate cumulative traffic impacts.

4. The cumulative traffic analysis conducted for the EIR includes all approved projects in the vicinity of the Coliseum. The cumulative scenario does not include any additional development at the Oakland International Airport. The assessment of traffic patterns for Coliseum events conducted for the EIR indicates that an insignificant (e.g., less than one percent) level of trips travel to/from the west on Hegenberger Road. The net increase in traffic generated by the project would therefore have no measureable impact on intersection service levels on Hegenberger Road west of Edgewater Drive. As such, no assessment was made on the project impact on locations west of the Hegenberger/Edgewater intersection.
5. The practice field is projected to add a similar level of total trips during the am peak hour as the pm peak hour (60 trips, 7 outbound and 53 inbound). The addition of these trips to the cumulative baseline at the intersection would result in service level D conditions ($v/c=0.84$). The project (e.g., practice field) would therefore not result in a significant impact at the Harbor Bay/Doolittle intersection during the am peak hour.
6. Table 24 on page 96 of the Draft EIR indicates the potential for a shift of approximately 5,000 persons (1,900 auto drivers and 3,100 auto passengers) from the automobile to transit modes that include charter bus (4,600) and BART (400). The shift of 5,000 persons to transit represents approximately 11 percent of the total 43,000 persons that would travel to a football game by automobile based on the existing travel mode split. The suggested shift from automobile to transit use is realistic based on the limited number of transit alternatives available during the pre-season game that was surveyed (limited charter bus and AC Transit service available). In addition, a review of programs developed for sport events at facilities such as Candlestick Park and the Los Angeles County Coliseum indicates that the projected level of charter bus participation is feasible.

The second line of the second column of Table 24 is hereby revised to show "22,500" persons in the auto passenger mode rather than 23,000.

January 24, 1990

Ms. Lucille Gudger, Chairman
and Members of the Oakland
City Planning Commission
1330 Broadway, Suite 310
Oakland, Ca 94612



Oakland
Chamber of
Commerce

Dear Chairman Gudger and Commission members:

475 14th Street
Oakland, CA 94612-1928
Telephone: 415/874-4800

The Board of Directors at their regularly scheduled meeting on January 24, 1990 received a report from the Planning and Construction Committee reviewing the draft Environmental Impact Report for the Oakland/Alameda County Coliseum expansion to attract a national football league for the City of Oakland.

The Chairman of the Committee reviewed the plans in some detail for increasing the seating capacity and expansion of auxiliary services as well as the proposal for construction of a Hall of Fame facility and the reconstruction of the practice fields and fieldhouse at the practice field on Doolittle Drive. Representatives from the consultant firm as well as from the Coliseum were present to make the presentation and to participate in the discussion at the Chamber Committee meeting.

The position of the Chamber is that we, through our committee have been fully apprised of the issues contained in the EIR. We urge that the Planning Commission support the completion of the Environmental Impact Review process and certify the report in a timely fashion in order to meet the other ongoing negotiations concerning the proposed national football league expansion.

Sincerely,

Ted W. Dang
Vice Chairman of the Board
GSW/pvw

cc: Henry Gardner, City Manager
George Vukasin, Chairman of the Board, Oakland/Alameda
County Coliseum
Robert Quintella, Executive Vice President and
General Manager, Oakland/Alameda County Coliseum
Alvin James, City Planning Department
Chamber of Commerce
George S. Winnacker, Chairman of the Board
Don Barber, President and CEO
William T. O'Leary, Chairman, Planning and Construction
Committee
John K. Christensen, Manager, Economic Development

COMMENTING ENTITY: City of Oakland Chamber of Commerce, January 24, 1990

1. Comment noted. The letter does not directly address the content of the DEIR and no response is necessary.

Comment of on OAK - Alameda County ~~with~~ Caltrans.
Expansion EIR. (ER 89-41)

Re: Air Quality Impact.

The basis for preparing the air quality impact analysis should be clearly explained

- general methodologies for calculating CO impact using CALINE 4 Model
- Include the Caline 4 model output ① put as an appendix and also the composite ~~air~~ automobile emission factors used in CALINE 4 impact data.
- Include the HC impact analysis.

Harry Shin
160 EHK Road
Oakland CA 94612
(415) 263-8481

1. CO levels consist of background levels plus the local increment. The worst-case one-hour average background level is added to the worst-case one-hour average local increment to estimate the composite CO levels shown in the revised Table 26, page 9 herein. The local eight-hour average increment has been estimated by taking 70% of the local one-hour average increment. This local increment is then added to the eight-hour average background level for the composite eight-hour average level. Table 26 of the Draft EIR has been revised and Appendix B has been added to provide additional information.

PUBLIC HEARING COMMENTS

At the January 24, 1990 Public Hearing, representatives from two interested parties, AC Transit and The Oakland Chamber of Commerce presented comments on the Draft EIR. Both commenters also submitted letters which reflect the comments made at the Public Hearing. The letters are included on pages 37 and 51 herein.

The Public Hearing was continued on February 7, 1990. No substantive comments on the Draft EIR were received at the Public Hearing.

IV. APPENDIX

PORT OF OAKLAND



BOARD OF PORT COMMISSIONERS CITY OF OAKLAND

DOUGLAS J. HIGGINS	<i>President</i>
R. ZACHARY WASSERMAN	<i>1st Vice President</i>
CAROLE WARD ALLEN	<i>2nd Vice President</i>
RONALD W. BRADY	<i>Commissioner</i>
G. WILLIAM HUNTER	<i>Commissioner</i>
PATRICIA PINEDA	<i>Commissioner</i>
THOMAS J. SWEENEY	<i>Commissioner</i>

October 11, 1989

Mr. Charles Bryant
Environmental Review Coordinator
City of Oakland
Planning Department
One City Hall Plaza, Room 302
Oakland, CA 94612

Dear Mr. Bryant:

Subject: ER 89-41: Oakland-Alameda County
Coliseum Complex Expansion

The Port is in receipt of the City's Notice of Preparation (N.O.P.) for the subject project, and offers the following comments:

The Port is a Responsible Agency according to the California Environmental Quality Act, due to the fact that the existing practice facility is located on Port property. The Port will therefore be responsible for evaluating and approving the City's Environmental Impact Report (EIR) before granting any approvals (i.e. permit or lease) to users of the facility.

The practice field is located on Oakland Airport's North Field at the northwest end of Runway 33/15. The current Raider practice field and training center is not in conflict with federal aviation regulations that govern land uses in and around clear zones of runways. However, development at the practice facility would be subject to FAR Part 77 Height Restrictions. Any proposed development exceeding 60 feet at the south end of the practice field or 80 feet at the north end would be considered an obstruction to air navigation.

The practice site is located in the Alameda Land Use Commission (ALUC) safety zone. As with existing or past uses in the safety zone, any proposed reconstruction or expansion of the practice facility would be subject to ALUC use

Mr. Charles Bryant
City of Oakland
Planning Department

- 2 -

October 11, 1989

restrictions: no more than 25 persons per net acre over an eight hour period, or a maximum of 50 persons per net acre over a two-hour period. Also, any structure to be developed in the safety zone area requires referral to the ALUC.

The study should address traffic impacts resulting from pre-season games, regular season games, and post-season championship games. Concurrent with the football series are other Coliseum uses which include the Oakland A's, rock concerts, and numerous exhibitions.

The level of service should be analyzed for I-880 freeway segments north and south of the 66th Avenue interchange for normal and a.m. and p.m. peak periods.

The study should include issues relative to vehicle roadway congestion on arterial roadway systems in and around Oakland International Airport. These roadway systems include Interstate 880, Hegenberger Road, Davis Street, Doolittle Drive, Oakport Drive, and Airport Drive.

The EIR should address how traffic could affect the ability of existing infrastructure to accommodate forecasted future growth associated with planned Port activities, including projects outlined in the upcoming Airport Master Plan, the Cross-Airport Roadway project and extension of Edgewater Drive.

Preliminary discussions with the Coliseum Commission and Oakland City Manager's office suggest that the Raider organization will upgrade the existing practice field. The upgrade will include the two natural turf practice fields and a new artificial turf field. The Raider organization also proposes the demolition of the current training center, and constructing a new one of approximately the same size. Depending on the amount of excavation necessary to upgrade the existing fields, install the artificial turf field, and construct the new training center, environmental concerns may exist relative to subsoil in this area because the site is a former garbage disposal landfill.

The Port does not presently have a definite understanding of the proposed uses of the training center beyond team training. If the team operates training camps for prospective ball players, the site and the adjoining roadway may have additional uses and impacts that must be evaluated.


Mr. Charles Bryant
City of Oakland
Planning Department

-3-

October 11, 1989

Please do not hesitate to contact Holly Kaufman at (415) 839-2765 if you have any questions. Thank you for the opportunity to comment on the N.O.P.

Sincerely,


for William E. Vandenberg
Manager,
Environmental Department

WEV/HK/vk

cc: J. Glover
C. Foster
T. Lam
J. Lambert
B. Szudy
K. Quan
S. Stretchberry
D. Luckhart

pc/hk101189

APPENDIX B

HC Response

The project would result in a net annual increase of about 335,000 vehicle trips including the practice fields complex and the stadium. Those new trips would generate about 22 pounds (lbs.) per day (about 0.01% of Alameda County HC emissions) of hydrocarbon emissions on an annual average basis. Such HC emissions would be substantially lower than significance thresholds established by the BAAQMD and contained in their Guidelines (November 1985), cited on p. 120 of the Draft EIR. One of the HC tests recommend a significance threshold of 150 lbs. per day while the other recommends a threshold of one percent of county-wide emissions. Thus, project-related HC emissions would not be considered significant under BAAQMD standard.

Copies of Caline 4 data used in the model of analysis of CO concentrations follow. Emissions Factors (EF) for individual Caline 4 runs are included in the data. Copies of the Caline 4 program are available through the California Department of Transportation.

<u>File Name</u>	<u>Description</u>
ICOL	Weekday PM peak hour
VICOL	Existing + Football, Monday PM
VIIICOL	Existing + Baseball nightgame, weekday PM
XVI	1995 project + Existing + Cumulative + football, Monday PM
IIXXCOL	1995 project + Existing baseball + Cumulative night game, weekday PM

APPENDIX ' B

REPORT FOR FILE : iixxcol

1. Site Variables

U=	0.5 M/S	ZO=	370.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	EF	H	W
	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)
A. slnd73nb	*	-75	133	-175	133	IN	1414	33.1	0.5
B. slnd73sb	*	-175	119	-75	119	IN	1213	33.1	0.5
C. slonramp	*	-125	119	-54	48	IN	675	33.1	0.5
D. sloffrmp	*	0	75	0	175	IN	661	33.1	0.5
E. 75wb	*	13	175	13	125	IN	248	33.1	0.5
F. slnd75sb	*	-50	119	50	119	IN	715	33.1	0.5
G. slnd75nb	*	50	130	-50	130	IN	997	33.1	0.5
H. hgbrgreb	*	0	0	-100	250	BG	898	5.1	0.5
I. hgbrgrwb	*	-115	244	0	0	BG	672	5.1	0.5
J. hgbrwb	*	330	-588	130	-588	IN	1836	38.9	0.5
K. hgbreb	*	130	-612	330	-588	IN	2119	38.9	0.5
L. colsb	*	235	-500	235	-700	IN	53	38.9	0.5
M. colnb	*	223	-700	223	-500	IN	1567	38.9	0.5
N. 66wb	*	-550	5	-750	5	IN	471	38.9	0.5
O. 66eb	*	-750	-5	-550	-5	IN	943	38.9	0.5
P. slsb	*	-657	100	-643	-100	IN	901	38.9	0.5
Q. slnb	*	-643	-100	-657	100	IN	742	38.9	0.5

LINK	* *	MIXW		STPL	DCLT	ACCT	SPD	NCYC	NDLA	VPHO	EFI	IDT1	IDT2
	*	L (M)	R (M)	(M)	(SEC)	(SEC)	(MPH)			(G/MIN)	(SEC)	(SEC)	
A.	*	0	0	43	2.2	3.0	10	13	4	1063	1.8	30.0	0.0
B.	*	0	0	43	2.2	3.0	10	11	3	889	1.8	30.0	0.0
C.	*	0	0	88	2.2	3.0	10	6	4	675	1.8	70.0	0.0
D.	*	0	0	37	2.2	3.0	10	6	0	334	1.8	70.0	0.0
E.	*	0	0	40	2.2	3.0	10	3	2	0	1.8	70.0	0.0
F.	*	0	0	42	2.2	3.0	10	7	2	879	1.8	30.0	0.0
G.	*	0	0	42	2.2	3.0	10	14	4	1409	1.8	30.0	0.0
H.	*	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
I.	*	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
J.	*	0	0	95	2.2	3.0	7	9	4	1757	1.8	50.0	0.0
K.	*	0	0	93	2.2	3.0	7	10	5	2045	1.8	50.0	0.0
L.	*	0	0	77	2.2	3.0	7	1	1	454	1.8	50.0	0.0
M.	*	0	0	77	2.2	3.0	7	14	7	1319	1.8	50.0	0.0
N.	*	0	0	87	2.2	3.0	7	7	4	759	1.8	60.0	0.0
O.	*	0	0	87	2.2	3.0	7	13	8	516	1.8	60.0	0.0
P.	*	0	0	95	2.2	3.0	7	8	3	1146	1.8	40.0	0.0
Q.	*	0	0	95	2.2	3.0	7	7	3	636	1.8	40.0	0.0

1. Site Variables

U=	0.5 M/S	ZO=	370.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)
	*	X1	Y1	X2	Y2	*					
A. slnd73nb		-75	133	-175	133		IN	1764	33.1	0.5	15.3
B. slnd73sb		-175	119	-75	119		IN	1304	33.1	0.5	12.3
C. slonramp		-125	119	-54	48		IN	873	33.1	0.5	12.6
D. sloffrmp		0	75	0	175		IN	824	33.1	0.5	16.0
E. 75wb		13	175	13	125		IN	248	33.1	0.5	9.6
F. slnd75sb		-50	119	50	119		IN	715	33.1	0.5	12.3
G. slnd75nb		50	130	-50	130		IN	1216	33.1	0.5	9.6
H. hgbrgreb		0	0	-100	250		BG	898	5.1	0.5	16.0
I. hgbrgrwb		-115	244	0	0		BG	851	5.1	0.5	16.0
J. hgbrwb		330	-588	130	-588		IN	1134	38.9	0.5	23.0
K. hgbreb		130	-612	330	-588		IN	1134	38.9	0.5	23.0
L. colsb		235	-500	235	-700		IN	53	38.9	0.5	9.6
M. colnb		223	-700	223	-500		IN	805	38.9	0.5	13.0
N. 66wb		-550	5	-750	5		IN	625	38.9	0.5	10.0
O. 66eb		-750	-5	-550	-5		IN	1134	38.9	0.5	10.0
P. slsb		-657	100	-643	-100		IN	1155	38.9	0.5	13.0
Q. slnb		-643	-100	-657	100		IN	805	38.9	0.5	13.0

LINK	* *	MIXW L (M)	R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.		0	0	43	2.2	3.0	10	16	5	1285	1.8	30.0	0.0
B.		0	0	43	2.2	3.0	10	12	4	910	1.8	30.0	0.0
C.		0	0	88	2.2	3.0	10	8	6	873	1.8	70.0	0.0
D.		0	0	37	2.2	3.0	10	8	5	334	1.8	70.0	0.0
E.		0	0	40	2.2	3.0	10	3	2	0	1.8	70.0	0.0
F.		0	0	42	2.2	3.0	10	7	2	879	1.8	30.0	0.0
G.		0	0	42	2.2	3.0	10	17	5	1792	1.8	30.0	0.0
H.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
I.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
J.		0	0	95	2.2	3.0	7	5	3	516	1.8	50.0	0.0
K.		0	0	93	2.2	3.0	7	5	3	516	1.8	50.0	0.0
L.		0	0	77	2.2	3.0	7	1	1	454	1.8	50.0	0.0
M.		0	0	77	2.2	3.0	7	7	4	636	1.8	50.0	0.0
N.		0	0	87	2.2	3.0	7	9	5	1114	1.8	60.0	0.0
O.		0	0	87	2.2	3.0	7	16	9	423	1.8	60.0	0.0
P.		0	0	95	2.2	3.0	7	11	4	1155	1.8	40.0	0.0
Q.		0	0	95	2.2	3.0	7	7	3	636	1.8	40.0	0.0

1. Site Variables

U=	0.5 M/S	ZO=	370.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. slnd73nb	-75	133	-175	133	IN	1570	48.3	0.5	15.3
B. slnd73sb	-175	119	-75	119	IN	1277	48.3	0.5	12.3
C. slonramp	-125	119	-54	48	IN	822	48.3	0.5	12.6
D. sloffrmp	0	75	0	175	IN	698	48.3	0.5	16.0
E. 75wb	13	175	13	125	IN	248	48.3	0.5	9.6
F. slnd75sb	-50	119	50	119	IN	715	48.3	0.5	12.3
G. slnd75nb	50	130	-50	130	IN	1148	48.3	0.5	9.6
H. hgbrgreb	0	0	-100	250	BG	862	7.2	0.5	16.0
I. hgbrgrwb	-115	244	0	0	BG	721	7.2	0.5	16.0
J. hgbrwb	330	-588	130	-588	IN	1834	56.0	0.5	23.0
K. hgbreb	130	-612	330	-588	IN	2253	56.0	0.5	23.0
L. colsb	235	-500	235	-700	IN	53	56.0	0.5	9.6
M. colnb	223	-700	223	-500	IN	1976	56.0	0.5	13.0
N. 66wb	-550	5	-750	5	IN	542	56.0	0.5	10.0
O. 66eb	-750	-5	-550	-5	IN	873	56.0	0.5	10.0
P. slsb	-657	100	-643	-100	IN	1078	56.0	0.5	13.0
Q. slnb	-643	-100	-657	100	IN	784	56.0	0.5	13.0

LINK	* L (M)	* R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	43	2.2	3.0	10	15	4	1115	2.2	30.0	0.0
B.	0	0	43	2.2	3.0	10	12	4	910	2.2	30.0	0.0
C.	0	0	88	2.2	3.0	10	8	5	822	2.2	70.0	0.0
D.	0	0	37	2.2	3.0	10	6	5	334	2.2	70.0	0.0
E.	0	0	40	2.2	3.0	10	5	4	0	2.2	70.0	0.0
F.	0	0	42	2.2	3.0	10	7	2	879	2.2	30.0	0.0
G.	0	0	42	2.2	3.0	10	16	5	1598	2.2	30.0	0.0
H.	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
I.	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
J.	0	0	95	2.2	3.0	7	8	4	1893	2.2	50.0	0.0
K.	0	0	93	2.2	3.0	7	10	5	2055	2.2	50.0	0.0
L.	0	0	77	2.2	3.0	7	1	1	454	2.2	50.0	0.0
M.	0	0	77	2.2	3.0	7	18	9	1723	2.2	50.0	0.0
N.	0	0	87	2.2	3.0	7	8	5	997	2.2	60.0	0.0
O.	0	0	87	2.2	3.0	7	12	7	423	2.2	60.0	0.0
P.	0	0	95	2.2	3.0	7	10	4	1221	2.2	40.0	0.0
Q.	0	0	95	2.2	3.0	7	7	3	636	2.2	40.0	0.0

1. Site Variables

U=	0.5 M/S	ZO=	370.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

LINK	*	LINK COORDINATES (M)				*		EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	VPH	(G/MI)	(M)	(M)
	*					*				
A. slnd73nb		-75	133	-175	133	IN	1346	48.3	0.5	15.3
B. slnd73sb		-175	119	-75	119	IN	1188	48.3	0.5	12.3
C. slonramp		-125	119	-54	48	IN	629	48.3	0.5	12.6
D. sloffrmp		0	75	0	175	IN	636	48.3	0.5	16.0
E. 75wb		13	175	13	125	IN	248	48.3	0.5	9.6
F. slnd75sb		-50	119	50	119	IN	715	48.3	0.5	12.3
G. slnd75nb		50	130	-50	130	IN	954	48.3	0.5	9.6
H. hgbrgreb		0	0	-100	250	BG	862	7.2	0.5	16.0
I. hgbrgrwb		-115	244	0	0	BG	603	7.2	0.5	16.0
J. hgbrwb		330	-588	130	-588	IN	1564	48.3	0.5	23.0
K. hgbreb		130	-612	330	-588	IN	1783	48.3	0.5	23.0
L. colsb		235	-500	235	-700	IN	53	48.3	0.5	9.6
M. colnb		223	-700	223	-500	IN	1279	48.3	0.5	13.0
N. 66wb		-550	5	-750	5	IN	348	56.0	0.5	10.0
O. 66eb		-750	-5	-550	-5	IN	816	56.0	0.5	10.0
P. slsb		-657	100	-643	-100	IN	851	56.0	0.5	13.0
Q. slnb		-643	-100	-657	100	IN	724	56.0	0.5	13.0

LINK	*	MIXW		STPL	DCLT	ACCT	SPD	NCYC	NDLA	VPHO	EFI	IDT1	IDT2
	*	L	R	(M)	(SEC)	(SEC)	(MPH)				(G/MIN)	(SEC)	(SEC)
	*	(M)	(M)										
A.		0	0	43	2.2	3.0	10	12	4	1016	2.2	30.0	0.0
B.		0	0	43	2.2	3.0	10	11	3	889	2.2	30.0	0.0
C.		0	0	88	2.2	3.0	10	6	4	629	2.2	70.0	0.0
D.		0	0	37	2.2	3.0	10	6	4	334	2.2	70.0	0.0
E.		0	0	40	2.2	3.0	10	3	2	0	2.2	70.0	0.0
F.		0	0	42	2.2	3.0	10	7	2	879	2.2	30.0	0.0
G.		0	0	42	2.2	3.0	10	13	4	1341	2.2	30.0	0.0
H.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
I.		0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
J.		0	0	95	2.2	3.0	10	7	4	1433	2.2	50.0	0.0
K.		0	0	93	2.2	3.0	10	8	4	1752	2.2	50.0	0.0
L.		0	0	77	2.2	3.0	10	6	3	454	2.2	50.0	0.0
M.		0	0	77	2.2	3.0	10	12	6	1040	2.2	50.0	0.0
N.		0	0	87	2.2	3.0	7	5	2	600	2.2	60.0	0.0
O.		0	0	87	2.2	3.0	7	11	5	423	2.2	60.0	0.0
P.		0	0	95	2.2	3.0	7	8	3	1080	2.2	40.0	0.0
Q.		0	0	95	2.2	3.0	7	7	3	636	2.2	40.0	0.0

1. Site Variables

U=	0.5 M/S	ZO=	370.0 CM
BRG=	0.0 DEGREES	VD=	0.0 CM/S
CLASS=	F STABILITY	VS=	0.0 CM/S
MIXH=	1000.0 M	AMB=	0.0 PPM
SIGTH=	10.0 DEGREES	TEMP=	10.0 DEGREE (C)

2. Link Description

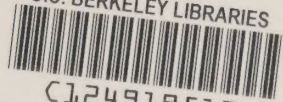
LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. slnd73nb	-75	133	-175	133	IN	1414	33.1	0.5	15.3
B. slnd73sb	-175	119	-75	119	IN	1213	33.1	0.5	12.3
C. slonramp	-125	119	-54	48	IN	675	33.1	0.5	12.6
D. sloffrmp	0	75	0	175	IN	661	33.1	0.5	16.0
E. 75wb	13	175	13	125	IN	248	33.1	0.5	9.6
F. slnd75sb	-50	119	50	119	IN	715	33.1	0.5	12.3
G. slnd75nb	50	130	-50	130	IN	997	33.1	0.5	9.6
H. hgbrgreb	0	0	-100	250	BG	898	5.1	0.5	16.0
I. hgbrgrwb	-115	244	0	0	BG	672	5.1	0.5	16.0
J. hgbrwb	330	-588	130	-588	IN	1836	38.9	0.5	23.0
K. hgbreb	130	-612	330	-588	IN	2119	38.9	0.5	23.0
L. colsb	235	-500	235	-700	IN	53	38.9	0.5	9.6
M. colnb	223	-700	223	-500	IN	1567	38.9	0.5	13.0
N. 66wb	-550	5	-750	5	IN	471	38.9	0.5	10.0
O. 66eb	-750	-5	-550	-5	IN	943	38.9	0.5	10.0
P. slsb	-657	100	-643	-100	IN	901	38.9	0.5	13.0
Q. slnb	-643	-100	-657	100	IN	742	38.9	0.5	13.0

LINK	* L (M)	* R (M)	STPL (M)	DCLT (SEC)	ACCT (SEC)	SPD (MPH)	NCYC	NDLA	VPHO	EFI (G/MIN)	IDT1 (SEC)	IDT2 (SEC)
A.	0	0	43	2.2	3.0	10	13	4	1063	1.8	30.0	0.0
B.	0	0	43	2.2	3.0	10	11	3	889	1.8	30.0	0.0
C.	0	0	88	2.2	3.0	10	6	4	675	1.8	70.0	0.0
D.	0	0	37	2.2	3.0	10	6	0	334	1.8	70.0	0.0
E.	0	0	40	2.2	3.0	10	3	2	0	1.8	70.0	0.0
F.	0	0	42	2.2	3.0	10	7	2	879	1.8	30.0	0.0
G.	0	0	42	2.2	3.0	10	14	4	1409	1.8	30.0	0.0
H.	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
I.	0	0	0	0.0	0.0	0	0	0	0	0.0	0.0	0.0
J.	0	0	95	2.2	3.0	7	9	4	1757	1.8	50.0	0.0
K.	0	0	93	2.2	3.0	7	10	5	2045	1.8	50.0	0.0
L.	0	0	77	2.2	3.0	7	1	1	454	1.8	50.0	0.0
M.	0	0	77	2.2	3.0	7	14	7	1319	1.8	50.0	0.0
N.	0	0	87	2.2	3.0	7	7	4	759	1.8	60.0	0.0
O.	0	0	87	2.2	3.0	7	13	8	516	1.8	60.0	0.0
P.	0	0	95	2.2	3.0	7	8	3	1146	1.8	40.0	0.0
Q.	0	0	95	2.2	3.0	7	7	3	636	1.8	40.0	0.0

3. Receptor Coordinates

	X	Y	Z
RECEPTOR 1	-150	140	1.5
RECEPTOR 2	-100	150	1.5
RECEPTOR 3	-25	150	1.5
RECEPTOR 4	25	150	1.5
RECEPTOR 5	75	150	1.5
RECEPTOR 6	-175	150	1.5
RECEPTOR 7	-625	25	1.5
RECEPTOR 8	-625	-25	1.5
RECEPTOR 9	-675	-25	1.5
RECEPTOR 10	-675	25	1.5
RECEPTOR 11	255	-575	1.5
RECEPTOR 12	255	-625	1.5
RECEPTOR 13	205	-625	1.5
RECEPTOR 14	205	-575	1.5

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